

Installation Manual



ELAN STRAIGHT STAIRLIFT **SRE-3050**

15mar2021
P/N 3050-len



español



français



REGULATORY INFORMATION AND IMPORTANT NOTES

REGULATORY LISTINGS



Intertek
4004689



Intertek
4004689



This lift is intended to be installed in accordance with the current edition of:

- ASME A18.1:2017 Safety Standard for Platform Lifts and Stairway Chairlifts
- CAN/CSA B613-00 (R2012) - Private Residence Lifts for Persons with Physical Disabilities
- ASME A17.5/CSA B44.1 - 2019 Elevator and Escalator Electrical Equipment
- NFPA 70: National Electrical Code®
- CSA C22.1 Canadian Electrical Code

Verify applicable local codes with the appropriate regulatory authorities.

MATERIAL SAFETY DATA SHEETS

Material safety data sheets (MSDS) on materials used on this unit may be requested through the Bruno Technical Service Department.

MAINTENANCE CONTROL PLAN

Please reference ILS-01446 (Maintenance Control Plan for CRE/SRE Chair Lifts) for units that require ASME A18.1 - 2017 and newer compliance.

INSTALLING DEALER RESPONSIBILITIES

The installing dealer has responsibility to report any malfunctions, safety concerns or events to the manufacturer in a timely manner. The installing dealer also has the responsibility to ensure that the users are properly trained in the use and operation of the unit.

Bruno stairway elevators shall be put into service and regularly serviced by a Bruno authorized dealer in accordance with the information provided in installation documents provided with the device.

FCC REGULATIONS

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 Subpart B of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy, and if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate receiving antenna.
- Increase separation between equipment and receiver.
- Consult your dealer or an experienced radio/TV technician.

The SRE-3050 Elan is NOT recommended for these type of users:

- Those who use a scoot-pivot transfer from a wheelchair without weight bearing through their legs, whose full body weight is placed on a single stairlift armrest.
- Those with leg weakness, during stand to sit transfer, whose knees buckle with uncontrolled lowering to the stairlift seat.

For the above type of users, the SRE-2010 Elite IS recommended.

This stairlift is **FOR INDOOR USE ONLY** in enclosed heated locations **above 35°F (2°C)**.

The warranty for the Elan Straight Rail Stairlift is rendered null and void if unit is installed or maintained by anyone other than an authorized Bruno dealer.

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Fantastik® is a registered trademark of S.C. Johnson & Son, Inc.

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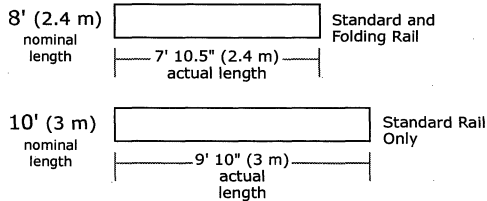
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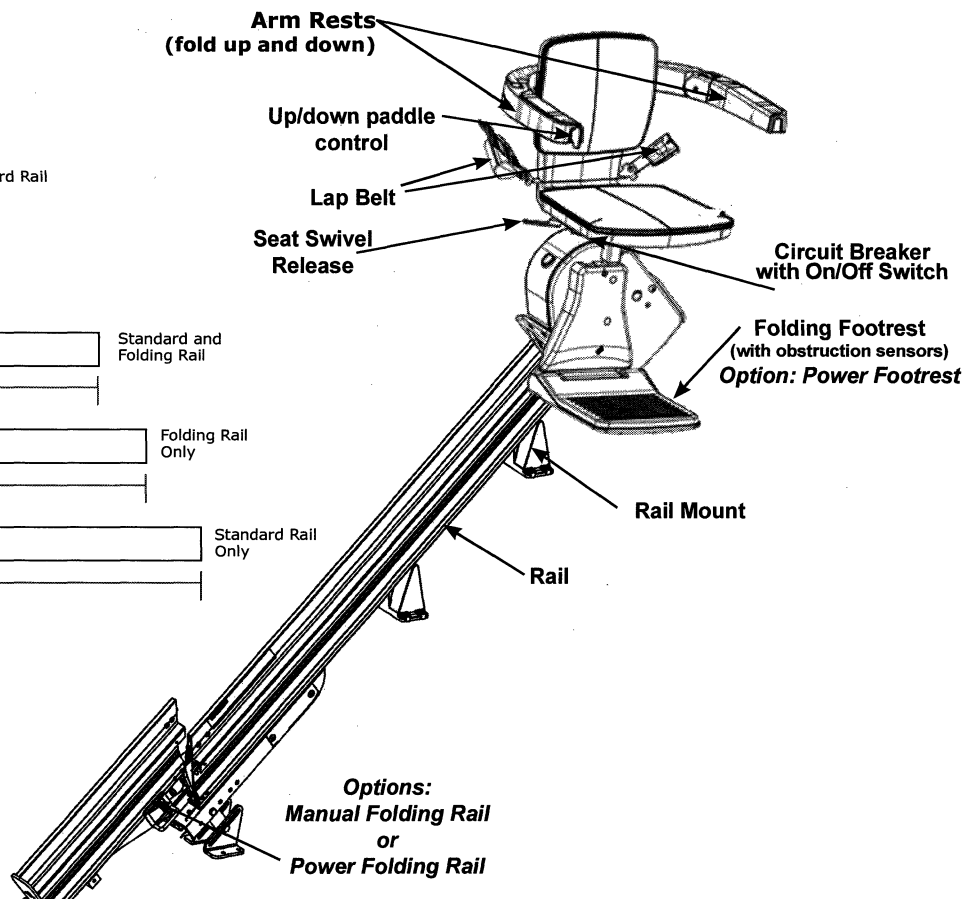
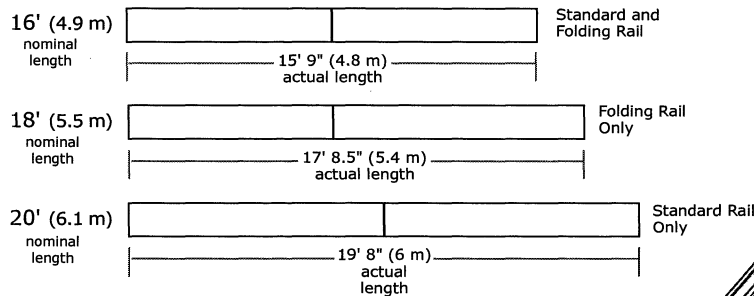
TECHNICAL SPECIFICATIONS

PRODUCT OVERVIEW

Rail Sections



Rail Lengths



TECHNICAL SPECIFICATIONS

Weight Capacity: 300 lbs. (136 kg)

Speed: maximum 18 ft./min. (0 to 5.5 m/min)

Power Source: two (2) 12-volt sealed, maintenance-free batteries with 24-volt continuous-duty charger

Motor: 24 VDC, 2-pole, 50 Nm torque and 16A minimum

Drive: rack-and-pinion drive

Control: constant pressure (armrest and 2 remote controls)

Brake: 1 Nm electro-mechanical brake

Incline: maximum 45°, minimum 22°, specials to 52°

Rail: vertical aluminum extrusion with integral drive gear rack

Seat Swivel: 0°, 67° and 90° at the top

Power Swivel: 83° at the top

Power Supply: 24 VDC battery charger powered by 120-volt wall outlet

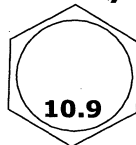
TOOLS, TORQUE SPECIFICATIONS, AND HARDWARE NOTES

Tools

- Drill driver with *MINIMUM* 12" extension with 10mm magnetic socket
- Drill bits: appropriate for floor (eg. concrete, hardwood); 1/8", 3/8", min. 6" long
- Cut-off saw (or other power saw with metal-cutting blade suitable for aluminum and steel)
- Metric open-end box wrench set
- Torque wrench (open end, and one that handles 15-80 ft.lb./20-108 Nm)
- Ratchet, 3/8" with 6" extension
- Metric sockets (10mm, 13 mm and 17 mm)
- 5/16" and 1/2" SAE sockets
- Torpedo level
- Utility knife
- Metric hex key set
- Soft-faced or dead-blow hammer, or hard rubber or rawhide mallet
- 20' tape measure
- Saw horses
- Tin snips
- Edge utility cutter
- Magnetic Phillips screwdrivers
- Metal file
- Flashlight
- Multimeter
- Scratch awl
- Safety goggles/glasses

Torque Specs

If it becomes necessary to replace any bolts or fasteners, use only metric GRADE 10.9 (hardened steel) hardware. Metric grade 10.9 bolts are identified by the number 10.9 on the head.



**METRIC 10.9
BOLT HEAD**

Bolts without grade markings on the head are not strong enough to be safely used in this application.

Torque Specifications GRADE 10.9 (Metric) (Rough equivalent to US Grade 8)

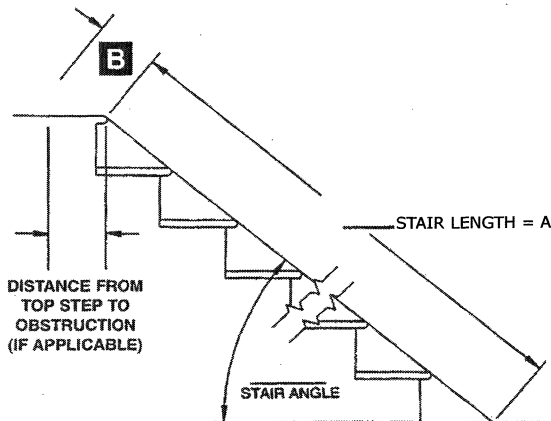
M 8		25 lb.-ft.....	33.8 Nm
M 10		47 lb.-ft.....	63.7 Nm
M 12		83 lb.-ft...	112.5 Nm
M 14		133 lb.-ft...	180.3 Nm

PRE-INSTALLATION

SITE REVIEW AND PREPARATION

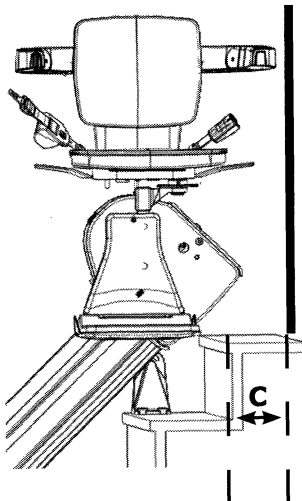
1. Visually check out site, making sure all obstructions (i.e. windows, pipes, bulkheads, newel posts, etc.) have been taken into consideration.
2. If stairway is an "open" plan or stairs do not adjoin a solid wall, access to the stairs must be paneled off before installation may occur.
3. Determine if stairlift will be installed on the right or left side of stairs, **as viewed from bottom of the stairs.**

RAIL MEASUREMENTS



NOTE: Chair armrest extends approximately 3" (76 mm) beyond rail at upper landing.

NOTE: Seat height is adjustable in 1" increments up to 3" (76 mm).



1. Determine exact rail length.

NOTE: The rail length will determine the seat height at the top of the stairs.

Measure length of stairway by placing a tape measure in a straight line on the stairs from the top step nose to the floor.

(A) Length of Stairway: _____

(B) Add 12" (305mm) for a 20" (508 mm) seat height: + _____
[Add 1.5" (38 mm) for each 1" (25 mm) seat height is increased.]

NOTE: If (A) > 177", longer rail is likely required.

For obstacles at top of stairs:

! See Bruno's Brainshark "Ramping the Rail",

and remember:

Nose-to-floor + nose-to-door + 3" (76mm) = Overall Rail Length Required

Add Stair Length (A) to Measurement (C) (i.e., door) plus 3" (76mm): + _____

Overall Rail Length Required = _____

2. Mark Overall Rail Length Required on rail, measuring from top of rail downwards.

RAIL CUTTING GUIDELINES



CAUTION

**WEAR PROTECTIVE GLOVES
AND EYEWEAR WHEN CUTTING
OR HANDLING RAIL ENDS AND
INSERTING BRONZE CHARGE
STRIPS INTO CARRIER.**

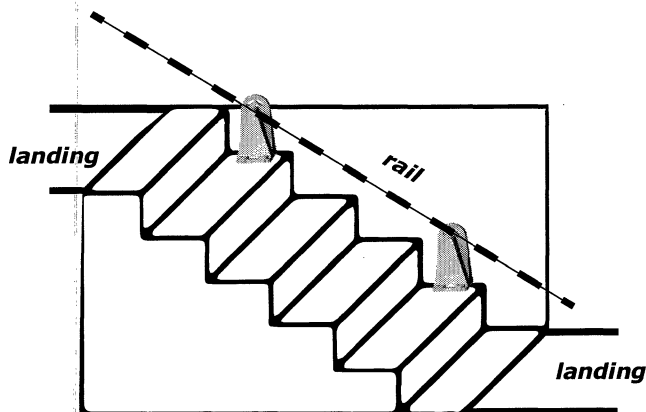
1. NEVER cut a rail shorter than 24" (610 mm). Rails shorter than 24" (610 mm) do not have room for the minimum two (2) rail brackets.

NOTE: Folding rail assembly - NEVER cut a folding rail assembly shorter than 75" (1905mm).

2. In two rail installations, if cutting only one rail would result in a length less than 24" (610 mm), cut from both rails as follows:
 - a. Cut at least 12" (305 mm) off one rail.
 - b. Then, calculate the second rail's length by subtracting the length of the newly cut rail from the required overall two-rail length (should be greater than 24"/610 mm).
3. Do not cut rail ends you plan to use for joining two sections together in order to preserve the factory fit at the joint.
4. For a precise and efficient cut, Bruno recommends the use of a cut-off saw.

Equip cut-off saw (or other power saw) with a metal-cutting blade ***suitable for aluminum and steel.***

RAIL SUPPORT (Rail Mount) REQUIREMENTS



1. In multiple-rail installations, use a minimum of two (2) rail mounts to support each rail section.
2. In single-rail installations, use a minimum of three (3) rail mounts to support rail. [This is typically rail-run lengths of ten feet (3 m) or less].
3. In folding rail installations, use a minimum of two (2) rail mounts to support any mid-rail section.

Do not include in this count, the fixed rail bracket (first tread) at the folding joint.

4. No more than four (4) steps in a row without a rail mount.
5. If rail extends horizontally from stop stepnose < 3" (76 mm), or diagonally extends past top stepnose > 12" (305 mm), one or more adjustable rail mount sets (SRE-30150WG) are required.

LOWER RAIL PREPARATION

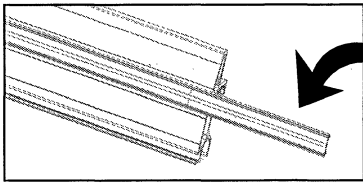


Fig. 1

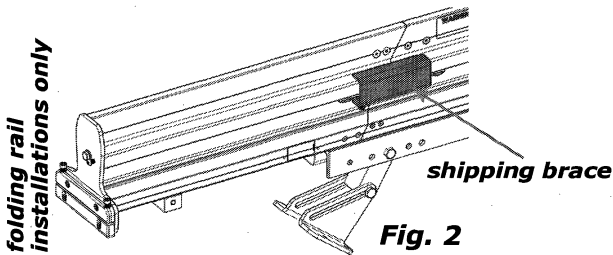


Fig. 2

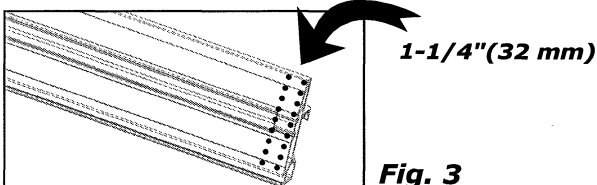


Fig. 3

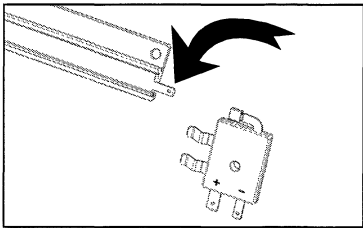


Fig. 4

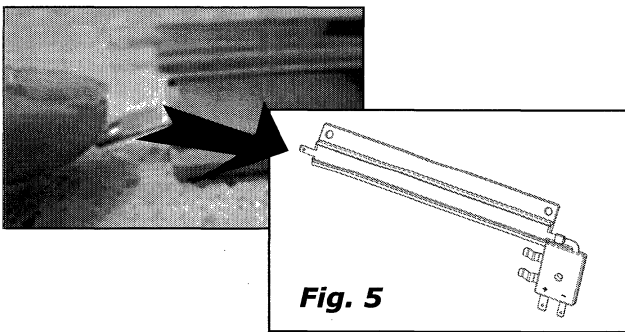


Fig. 5

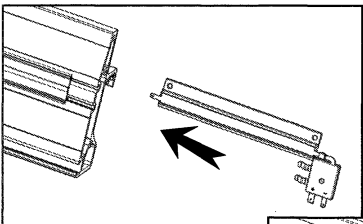


Fig. 6

flush

1. Before cutting rail to length, remove charge strip carrier (Fig. 1). Set aside. Then, cut rail to length required for installation. (**Rail Measurements** to calculate.)

NOTE: 16' (488 cm) rail length is actually 189" (480 cm).

20' (601 cm) rail length is actually 236" (599 cm).

2. Place flat side of rail on saw horses. Draw a line at desired finished rail length. Carefully align saw with marked cutting line.
3. Cut rail to length.
4. Once rail is cut, deburr cut end using a metal file or other appropriate tool.

NOTE: Be sure to round edges that might abrade wiring at rail end routed to bumper.

Remove ALL metal shavings, chips etc. by tipping rail with open end down.

For folding rail installations: Keep shipping brace on folding rail, maintaining a closed position (Fig. 2). Next, insert slow down strip into charge contact and fasten with two (2) self-drilling hex head screws. Then, feed charge lead through the hole in the rail out the cut end of the rail.

Now, skip to Joint Preparation.

5. With rail still on saw horses, slide charge strip carrier into back side of rail (Fig. 3). Inset carrier as noted in Fig. 3.
6. Attach charge contact to slow down (communications) strip (Fig. 4).
7. Bend slow down strip tab (at opposite end from charge contact) down slightly (Fig. 5). Do not let tab touch rail!
8. At bottom end of rail, slide charge contact assembly from Fig. 4 into back side of rail (Fig. 6). Assembly will fit snugly against charge strip carrier.
NOTE: Carrier may be longer than rail at this point.

LOWER RAIL PREPARATION (continued)

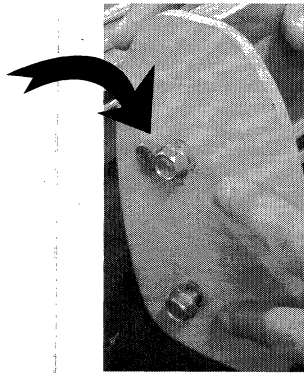


Fig. 6

9. Use 1/2" socket to install two (2) 5/16" x 18 x 1" self-threading screws to mount the lower rail endplate (Fig. 6). A dab of grease will make installation easier.



Torque to 22 ft-lb (30 Nm).

NOTE: Threaded hole in endplate goes toward front side of rail.

NOTE: DO NOT use an impact drill to install these screws.

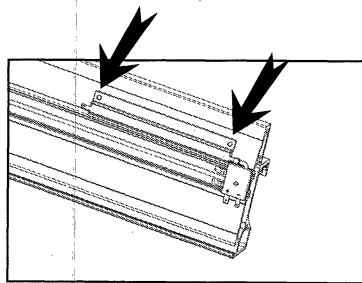


Fig. 7

10. Using two (2) self-drilling hex head screws, secure slow down strip to rail (Fig. 7). Do NOT overtighten!



NOTE: Make sure slow down strip is parallel to charge strip carrier, and touching top edge of carrier.

FOR 1-PIECE RAIL INSTALLATIONS, SKIP TO UPPER RAIL PREPARATION.

JOINT PREPARATION

NOTE: Lower charge contact is assembled at factory for folding rails.

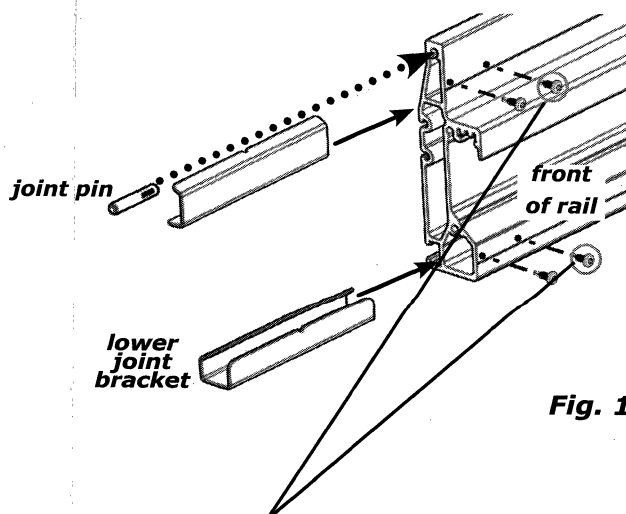


Fig. 1

Wait to install second screw until after upper rail is installed.

1. Pound barbed end of rail joint pin **halfway** into lower rail (Fig.1).
2. Into upper part of lower rail section, insert an upper joint bracket halfway* in.

Secure one (1) of two (2) self-drilling hex head screws (Fig. 1).



*** Both upper and lower joint brackets are notched to indicate halfway point.**

3. Into lower part of lower rail section, insert a lower joint bracket halfway* in.

Secure one (1) of (2) self-drilling hex head screws (Fig. 1).



PRE-INSTALLATION

UPPER RAIL PREPARATION

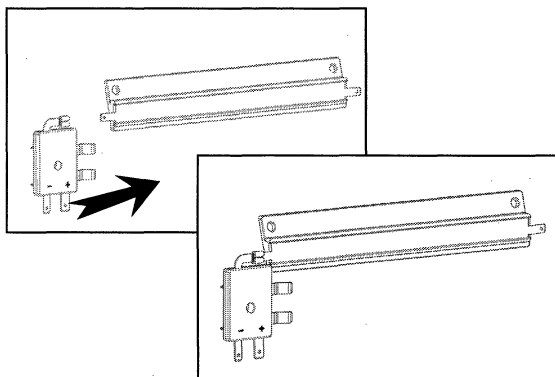


Fig. 1

1. Place upper rail section on saw horses.
2. Attach charge contact to the slow down strip (Fig. 1).
3. If previously removed, slide charge strip carrier into back side of rail.
4. Slide charge contact assembly from Fig. 1 into back side of rail. Assembly will fit snugly against charge strip carrier.

NOTE: Carrier may be longer than joint end of rail at this point.

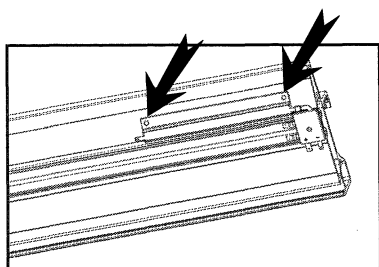
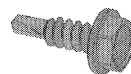


Fig. 2

5. Using two (2) self-drilling hex head screws, secure slow down ramp to rail. See Fig. 2.



NOTE: Confirm that slow down ramp is parallel to charge strip carrier, and touching top edge of carrier.

6. Remove charge contact assembly from rail and save for later use.
7. Mount final limit switch bracket:

- Move final limit switch bracket to be flush with slow down strip.
- Upper edge of final limit switch bracket should be flush with lower edge of charge contact.
- Insert a self-drilling hex head screw through each screw hole on final limit switch bracket into etched lines on back of rail (Fig. 3)

right-hand installation

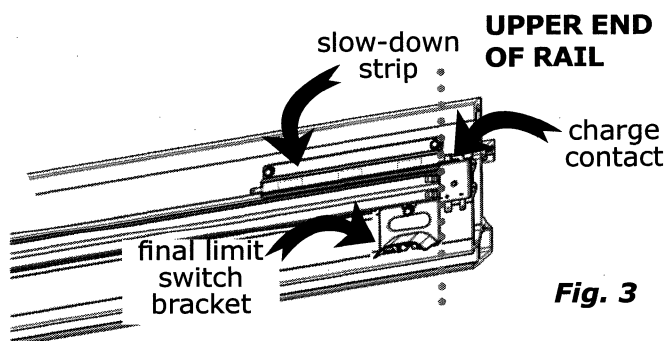
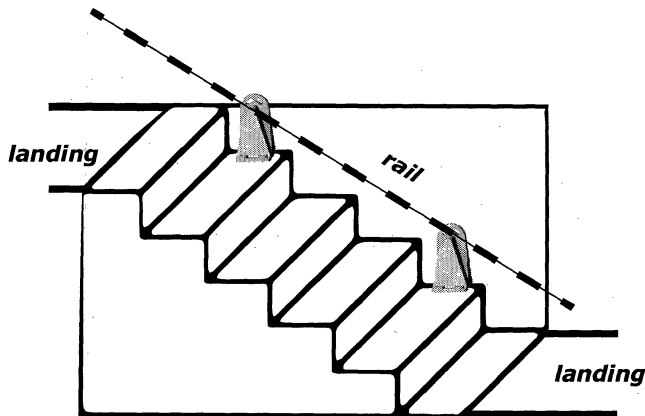
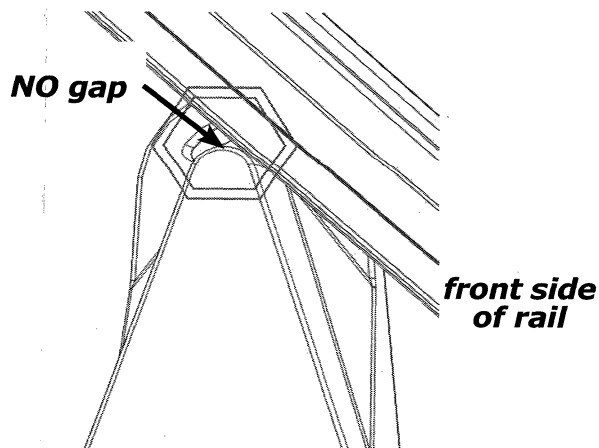
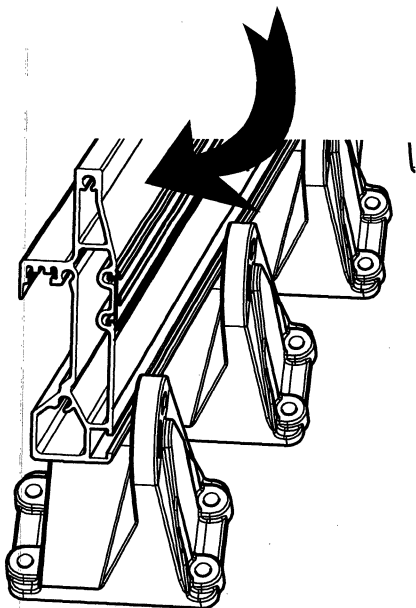


Fig. 3

FINISH PREPARATION



back side of rail



NOTE: Additional rail mounts may be required on upper or lower landing if rider makes a "hard transfer" [dropping into seat by more than 4" (10 cm) from a standing position or while transferring from a mobility device]. These additional rail mounts prevent movement in rail during a "hard transfer".*

1. **Determine rail mount placement.**
See *Rail Support (Rail Mount) Requirements* for guidelines.

*Additional rail mounts may be required for longer installations.

Rail mounts may be purchased from Bruno.

2. Locate and open plastic bag marked "Rail mount hardware". These components are used to attach rail mounts to rail.
3. Pre-assemble hardware by inserting bolts into safety washers first and flat washers second.
4. Determine rail mount-to-rail orientation, which **MUST** match the figures at left.



Always install rail mounts with long nose facing the center of staircase.

NOTE: Failure to install rail mounts in correct orientation may lead to serious personal injury and/or property damage!

FOR 1-PIECE RAIL INSTALLATIONS, SKIP TO STEP 10.

FINISH PREPARATION (continued)

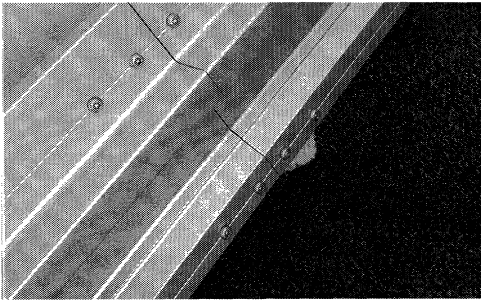


Fig. 1



Fig. 2

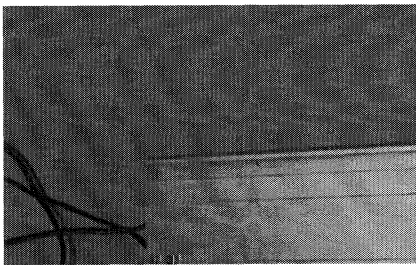


Fig. 3

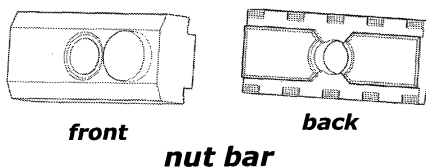


Fig. 4



Fig. 5

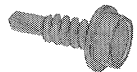
5. **Join rails, if necessary.**

Position upper rail section onto lower rail section. **Wiggle the upper section slightly** to make it align properly with lower section (Fig. 1).

If installation involves a folding rail, feed charge harness through upper rail section before joining rails. See Fig. 2 and Fig. 3.

6. Upper and lower rail sections should now be flush and snug.

7. Secure joint **brackets** to upper rail using two (2) self-drilling hex head screws per bracket, (i.e., etched lines on rail per Fig. 1).



NOTE: Screws should be located no more than 2-3/4" (70 mm) from the joint if the bracket is installed correctly.

8. On lower rail, install remaining screws (from Step 2 of Joint Preparation) in upper and lower brackets.

9. **Add nut bars (Fig. 4).**

With rail on a flat surface, slide one (1) nut bar for each rail bracket into lower rear slot of rail.

If joined rails, add one (1) additional nut bar.

NOTE: There will be one (1) nut bar per rail bracket plus one (1) directly over the rail joint.

10. **Trim charge strip carrier.**

Trim 2-1/2" (63.5 mm) shorter than total rail length.

If installation involves a folding rail, insert fin fastener (Fig. 5) into the mid-rail charge strip carrier at the joint. Trim 1.5" (38 mm) shorter than total rail length.

FINISH PREPARATION (continued)

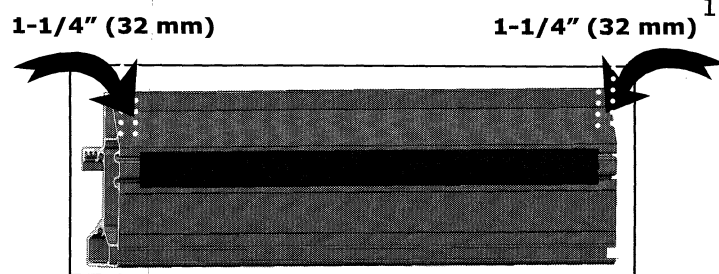


Fig. 6

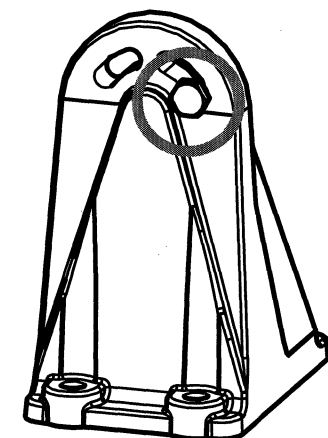
11. Slide charge strip carrier into back side of rail as shown (Fig 6).

NOTE: In order to get the rail to the installation site, in some cases a two-piece rail may need to be separated and rejoined once on the staircase.

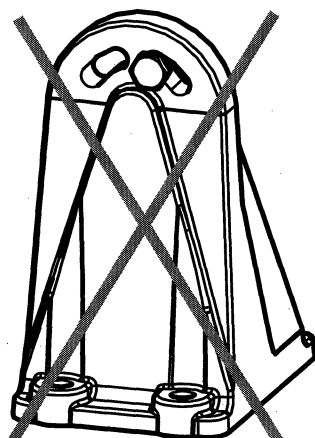
**SKIP TO SECTION RAIL
INSTALLATION - FOLDING
RAIL.**

INSTALLATION

RAIL INSTALLATION - NON-FOLDING RAIL



**bolt head correct
(reflects LH install)**



bolt head incorrect
Fig. 1

1. If not done previously, reconnect two-piece rail installations on staircase.
2. Place rail on stepnos.

NOTE: Place heavy toolbox at bottom of stairs to keep rail from sliding.

NOTE: Bottom of rail should be 1/8" (3 mm) off floor.

3. Secure all rail mounts to rail.
 - Tap bolt down in rail mount slot before tightening (Fig. 1).
 - Torque rail/rail mount mounting hardware to 25 ft. lb. (34 Nm).
4. Slide rail out horizontally until bottom of rail is off stair stepnose by:
 - no carpet:** 2" (51 mm) *minimum*
 - carpet:** 2.5" (64 mm) *minimum*

Measure every step (Fig. 2).
5. Measure from wall side of TOP of rail to closest obstruction (i.e., wall, handrail, etc.):
3" (76 mm) (See Fig. 3.)

Measure at top, middle and bottom along the length of each rail section.

6. Begin to anchor rail mounts, starting with rail mount at top of stairs. Use only two (2) sheet metal screws, one (1) on the wall side first, then one (1) on the stairway side of rail.

NOTE: Wait to anchor rest of rail mounts until running clearances are checked.

NOTE: If bottom of rail is closer than 2" (51 mm) to stair stepnose, remove screws, slide rail horizontally, and refasten rail mount.



Fig. 2

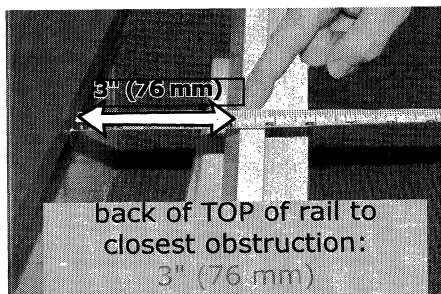
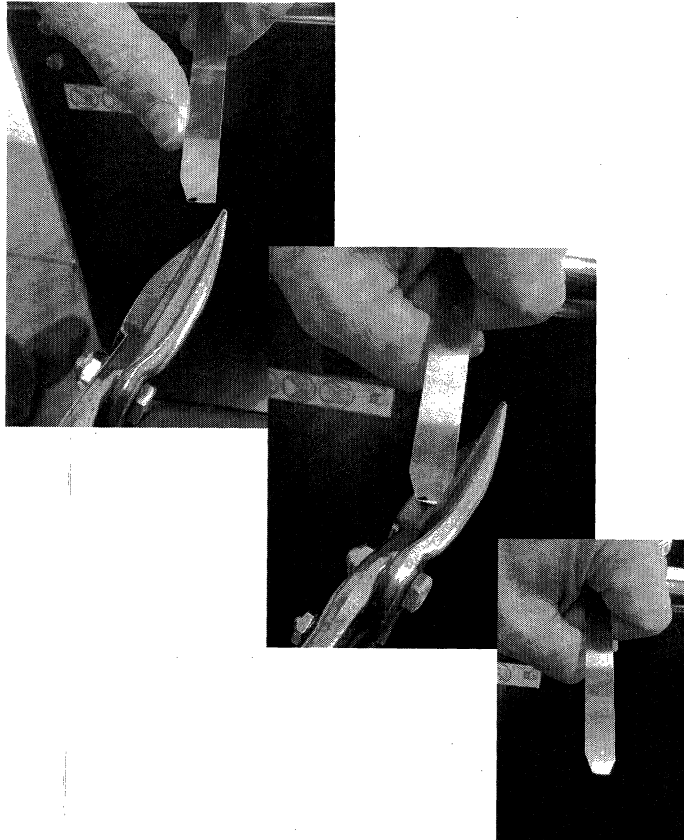


Fig. 3

RAIL INSTALLATION - NON-FOLDING RAIL (continued)



7. *Insert charge strips into rail.*

Locate two (2) charge strip coils. Hold one coil firmly to prevent uncoiling, and carefully undo tape securing coil.

8. Using tin snips, cut a 45° bevel on end of charge contact strips (see images at left).

NOTE: This will make it MUCH easier to insert strip into carrier.

9. Slide beveled end of charge contact strip into charge contact strip carrier until it sides under lower charge contact.

10. Cut off excess charge contact strip flush with carrier.

11. Repeat Steps 7-10 for the second charge contact strip coil.

12. Clean both charge strips with a Scotch-Brite™ or similar scouring pad.

13. *Install gear rack pieces.*

Continuing to work on a flat surface, ***carefully***** slide gear rack pieces into upper rail until:

(a) last piece extends beyond rail end

OR

(b) last piece is within 1/2" (13 mm) of rail end.

****Allowing gear rack pieces to "free fall" and land hard will knock joint out of adjustment.**

- **Maximum distance between last tooth of uppermost gear rack piece and rail end is 1-1/4" (32 mm).**

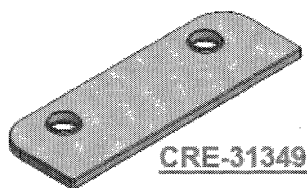
- If last piece extends beyond rail end, cut that piece to length. Mark piece even with rail end, slide it out, subtract 1/2" (13 mm) and cut.

NOTE: After insertion, remove last gear rack piece (or two) to facilitate carriage installation!

SKIP TO CARRIAGE INSTALLATION.

INSTALLATION

RAIL INSTALLATION - FOLDING RAIL



NOTES: Included with each folding rail installation kit is one (1) Rail Mount Shim (CRE-31349). Use this only when installing 1" SRE Rail Mount Spacers (SRV-3050-015), which can be purchased from Bruno. Reference ILS-01492.

View "Manual and Power Folding Rail Installation" Brainshark video.

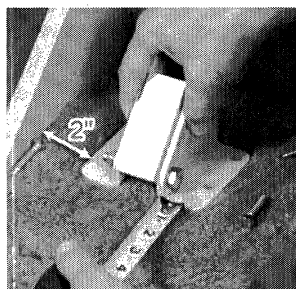


Fig. 1



Fig. 2

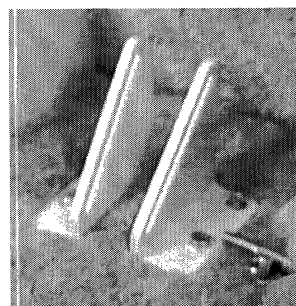


Fig. 3



Fig. 4

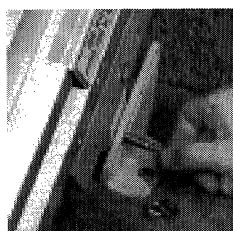


Fig. 5

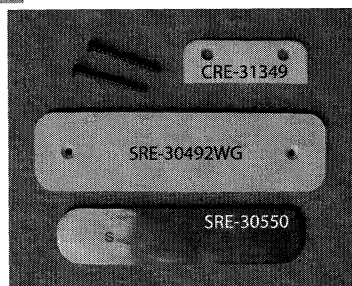


Fig. 6

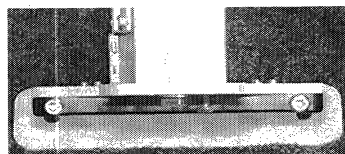


Fig. 7

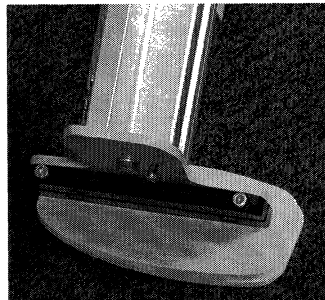


Fig. 8

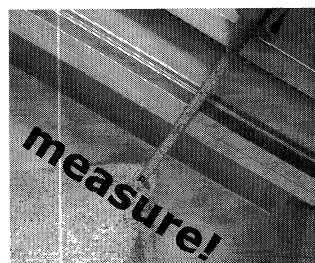


Fig. 9

1. If not done previously, reconnect two-piece rail installations on staircase.
2. Place rail on stepnos.

NOTE: Place heavy toolbox at bottom of stairs to keep rail from sliding.

3. Assemble special folding rail bracket:
 - Position bracket 2" (51mm) from wall and 2-1/2" (64mm) from stepnose on first step. Rail position is approximately 4" (102mm) from wall when measured from wall side of top of rail [Fig. 1].
 - Use four (4) screws to secure bracket in place [Fig. 2].
 - Remove block from bracket [Fig. 3].
 - Loosely install block into primary bracket of folding rail assembly using provided hardware. [Fig. 4].
4. Place folding rail so block fits within special folding rail bracket and loosely attach with provided hardware. [Fig. 5].
5. If the floor has thick carpet, use Landing Pad, SRE-30492WG [Fig. 6 & 7], provided within SRE-K-3076. Install where rail would contact floor.
6. Stack End Plate (SRE-30055WG) and Wire Relief Spacer (SRE-30324WG). Place beneath base of folding rail [Fig. 8]. The two plates would be on top of Landing Pad if used.
7. Position remaining brackets. Maintain a gap between bottom of rail and stair stepnose that is:
 - no carpet: 2" (51 mm) minimum
 - carpet: 2.5" (64 mm) minimum**Measure every step [Fig. 9].**
8. Confirm rail is correct distance from wall from top to bottom of staircase, then fasten brackets to the step treads.

RAIL INSTALLATION - FOLDING RAIL (continued)

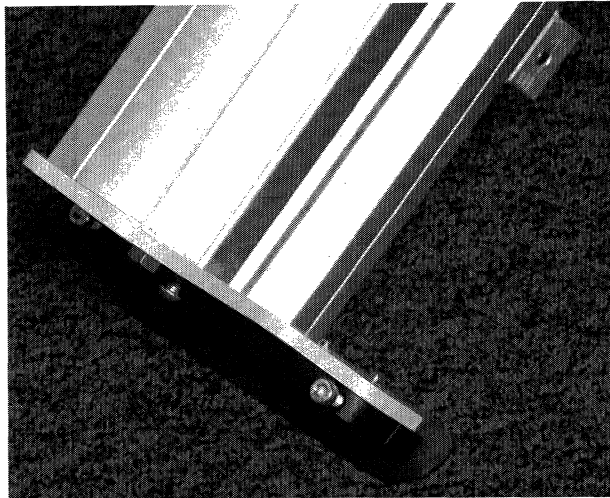


Fig. 10

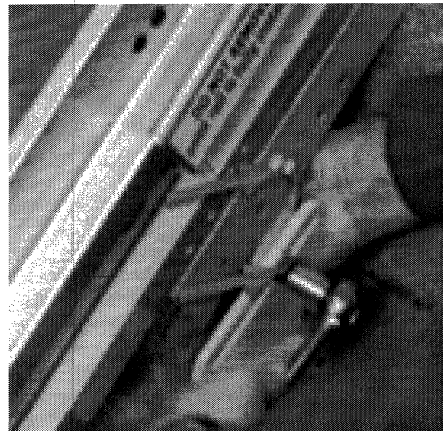


Fig. 11

9. Slide the two stacked plates out and place the 1/8" Thick Spacer Plate (SRE-30550) at base of folding rail [Fig. 10].

Loosen bolts fastening brackets to rail and allow folding rail to slowly slide down onto 1/8" spacer.

Tighten brackets to rail once a proper gap has been achieved.

10. Tighten bolt on primary bracket and on special folding rail bracket [Fig. 11].

11. Remove 1/8" spacer at bottom of rail.
NOTE: Bottom of rail should be 1/8" (3 mm) or less off floor. If thick carpeting prevents this, please see step 5 [Fig. 12].

12. Using a 5 mm Allen wrench, loosen screws marked "A" [Fig. 13].

13. Using a 5 mm Allen wrench, tighten two (2) screws marked "B" to lower floor support bar until it just contacts floor and is level across its length. Then, tighten two (2) screws marked "A".

NOTE: If rail end "bounces back" when testing, loosen two (2) screws marked "A" and back off adjustment of two (2) screws marked "B". Then, retighten two (2) "A" screws.

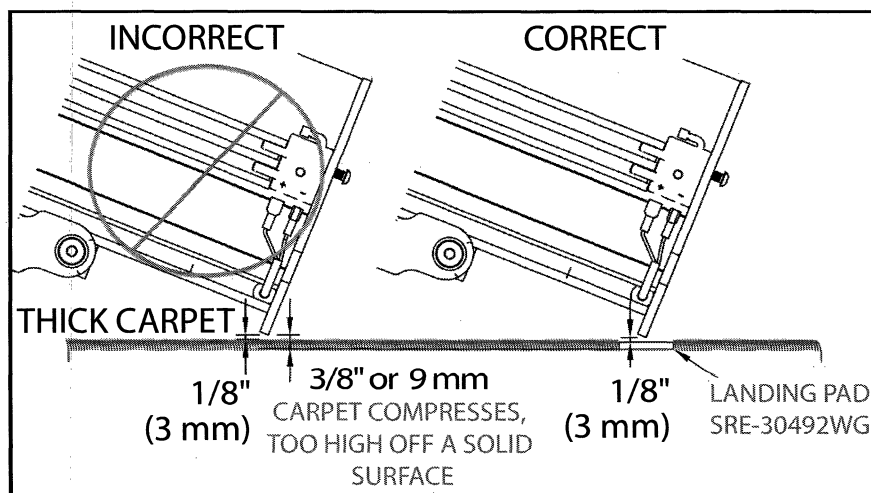


Fig. 12

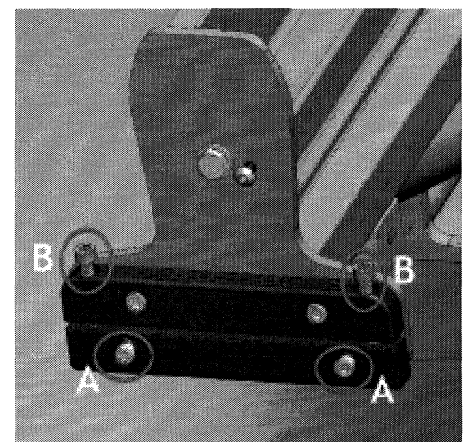


Fig. 13

RAIL INSTALLATION - FOLDING RAIL (continued)

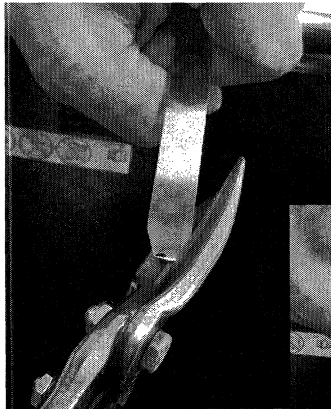


Fig. 14

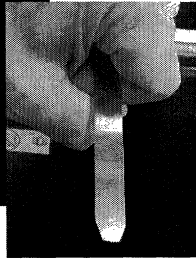


Fig. 14a

14. *Insert charge strips into rail.*

Hold coil firmly to prevent uncoiling, and carefully undo tape securing coil. Using tin snips, cut a 45° bevel on end of charge contact strips [Figs. 14 and 14a). Slide beveled end of charge contact strip into charge contact strip carrier. Cut off excess strip flush with carrier. Repeat for second charge contact strip.

15. Clean both charge strips with a Scotch-Brite™ or similar scouring pad.

16. *Install gear rack pieces.*

Carefully* slide gear rack pieces into upper rail until:

(a) last piece extends beyond rail end
OR

(b) last piece is within 1/2" (13 mm) of rail end.

***Allowing gear rack pieces to "free fall" and land hard will knock joint out of adjustment.**

- **Maximum distance between last tooth of uppermost gear rack piece and rail end is 1-1/4" (32 mm).**

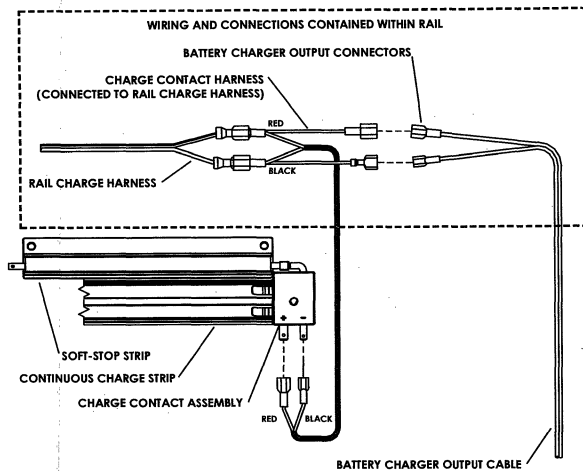
- If last piece extends beyond rail end, cut to length. Mark piece even with rail end, slide it out, subtract 1/2" (13 mm) and cut.

NOTE: After insertion, remove last gear rack piece (or two) to facilitate carriage installation!

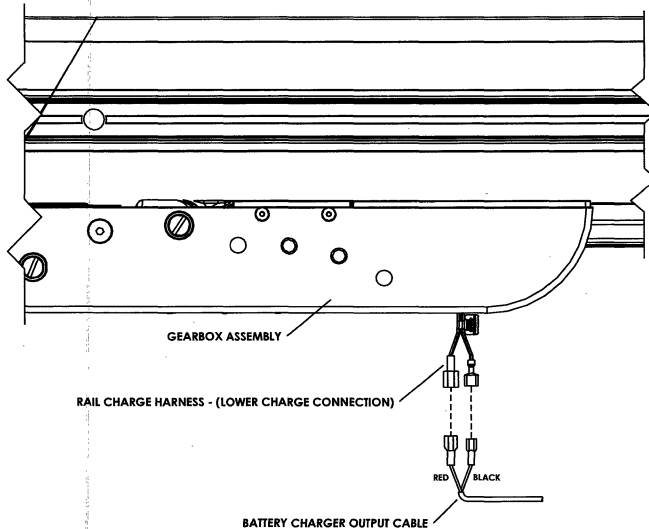
17. Install carriage using instructions provided.

RAIL INSTALLATION - FOLDING RAIL (continued)

SRE-3050 FOLDING RAIL CONFIGURATION SHOWN:
RIGHT-HAND INSTALLATION (CHARGER AT TOP)



SRE-3050 FOLDING RAIL CONFIGURATION SHOWN:
RIGHT-HAND INSTALLATION (CHARGER AT RAIL JOINT)



18. *Charger at top of rail:*

- Connect charge harness to charge contact and charger [Fig. 15].
- Stuff remaining harness into end of rail [Fig. 16].
- Mount provided spacer endplate between top of endplate and end of rail to prevent damage to components [Fig. 17].
- See Fig. 18 for finished endplate example.

19. *Charger at bottom of rail:*

- Remove cover from folding rail box [Fig. 19].
- Feed charger harness through bottom access hole [Figs. 20 and 21].
- Connect charger leads to battery charger connection harness [Fig. 22].
- Reattach the box cover.

20. *Add top endplate.*

Use a 1/2" socket and ratchet to mount top endplate using two (2) 5-16" - 18x1" self-threading hex head screws.

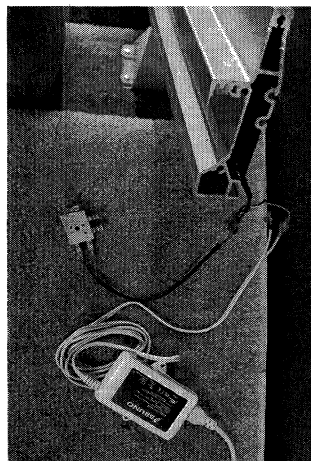


Fig. 15

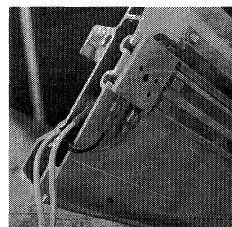


Fig. 16

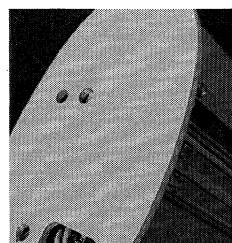


Fig. 17

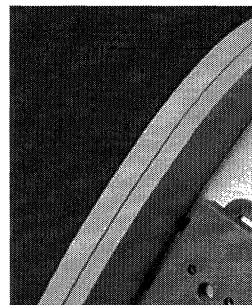


Fig. 18

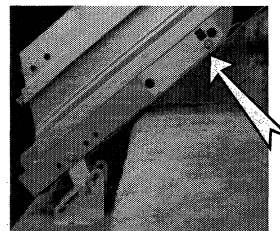


Fig. 20



Fig. 21

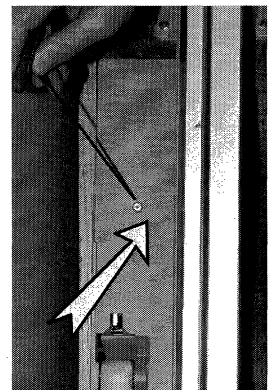


Fig. 19



Fig. 22

RAIL INSTALLATION - FOLDING RAIL (continued)

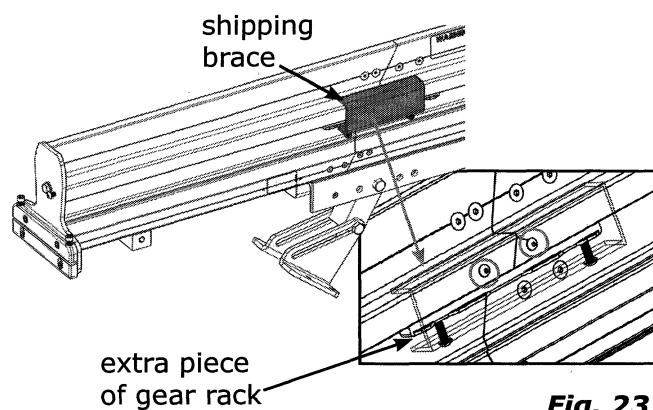


Fig. 23

21. Using a 4mm Allen wrench, remove shipping brace from across folding rail joint [Fig. 23].

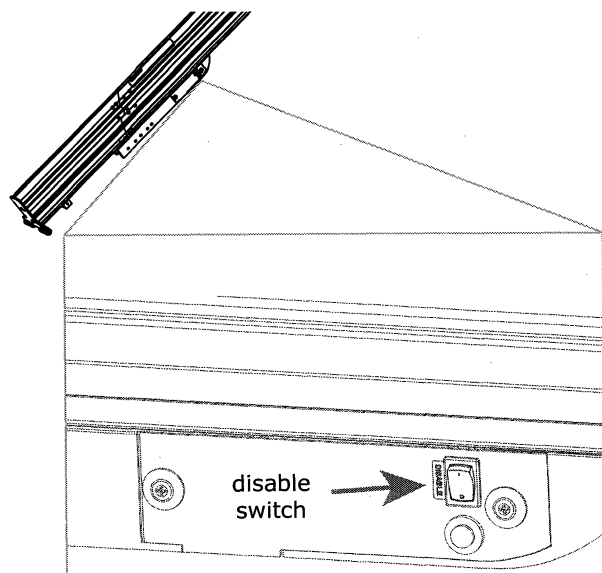


Fig. 24

22. Turn folding rail assembly disable switch "ON" [Fig. 24].

23. Test rail folding operation and confirm carriage rides smoothly over folding rail joint.

CARRIAGE INSTALLATION

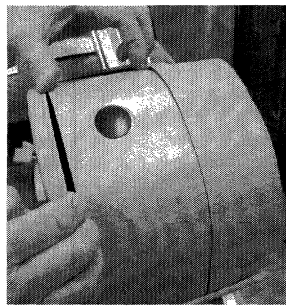


Fig. 1

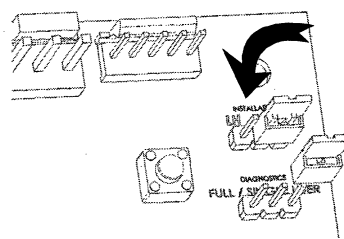


Fig. 2

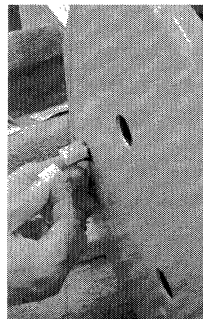


Fig. 3

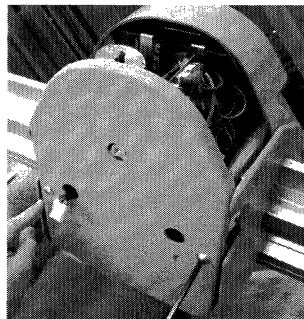


Fig. 4

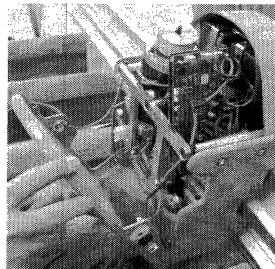


Fig. 5

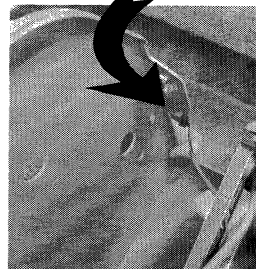


Fig. 6

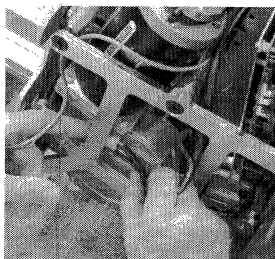


Fig. 7

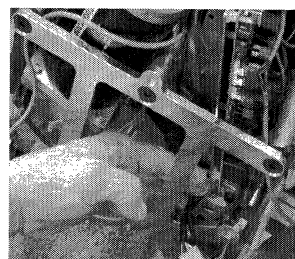


Fig. 8

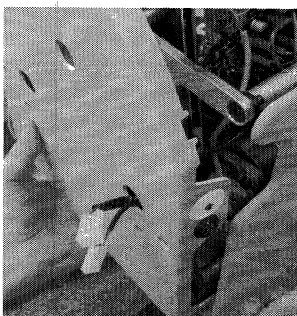


Fig. 9

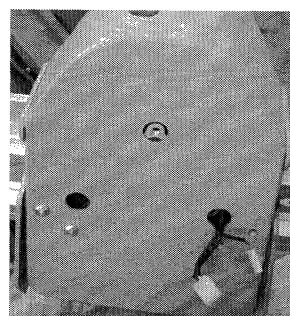


Fig. 10

1. If not previously done, remove last gear section from upper rail.
2. Check that **circuit breaker is TURNED OFF**.

NOTE: The SRE-3050 is shipped from the factory ready for a left-hand installation.

! If installing a left-hand unit, skip to Step 4.

3. Right-hand installations require these carriage changes BEFORE carriage is slid onto rail:
 - a. Remove top, center carriage cover. There are no screws! Pop it out (Fig. 1).
 - b. On circuit board, move LH/RH jumper to RH position (Fig. 2).
 - c. Disconnect shipping jumper (Fig. 3).
 - d. Using a 6mm Allen wrench, remove two (2) button head screws securing front carriage cover (Fig. 4).
 - e. Pull front cover away from carriage. To provide full access to wiring harness, disconnect one sensor connector to allow carriage to hang to one side (Fig. 5).

Note orientation of sensor connector!

- f. Pull wiring harness from behind bracket and re-route as shown (Figs. 7 and 8).
- g. Reconnect sensor lead (Fig. 6).
- h. Route wiring harness through right-hand hole in carriage front cover (Fig. 9).
- i. Remount and secure front carriage cover.

NOTE: Two (2) button head screws will both be on "upstairs" side of the carriage.

- j. Snap center carriage cover back in place. There are no screws!
- k. Reconnect shipping jumper removed in Step 3c. This enables unit to run on rail.
- l. Place plastic plug in open hole. Hand change is complete (Fig. 10).

CARRIAGE INSTALLATION (continued)

NOTES: When handling carriage, take extra care to avoid damaging final limit bracket near battery housing!

Do NOT turn on circuit breaker until carriage is on the rail!

4. If not previously done, SLOWLY slide carriage onto upper rail section until carriage spur gear rests against gear rack.

NOTE: In right-hand installations, overspeed gear will contact gear rack before spur gear. Lower carriage slowly to avoid tripping overspeed gear.

NOTE: If overspeed is accidentally tripped, see *Reset Overspeed Switch*.

5. Remove serial number decal from backing (attached with cable tie to circuit breaker) and affix decal to window in data plate (bottom of seat).
6. Cut cable tie.
7. Turn circuit breaker ON.

NOTE: For multiple unit installations, remote transmitter and carriage for one unit will need to be reprogrammed at this point. (See *Reprogramming Remote Transmitters*.)

8. Using remote transmitter, power carriage approximately 12" (30 cm) onto gear rack.

NOTES: In left-hand installations, power carriage *slowly*, allowing overspeed gear to align with gear rack.

While jogging carriage on rail with remote, if overspeed gear "clunks" against gear rack, and carriage stops, manually ease carriage toward end of rail, just far enough to provide access to overspeed gear. Use a finger to turn overspeed gear past a few teeth. Try again to power carriage onto gear rack using remote (Figs. 11a, 11b).

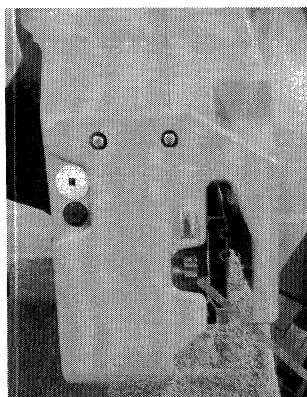


Fig. 11a



Fig. 11b

COMPLETING RAIL INSTALLATION

right-hand installation

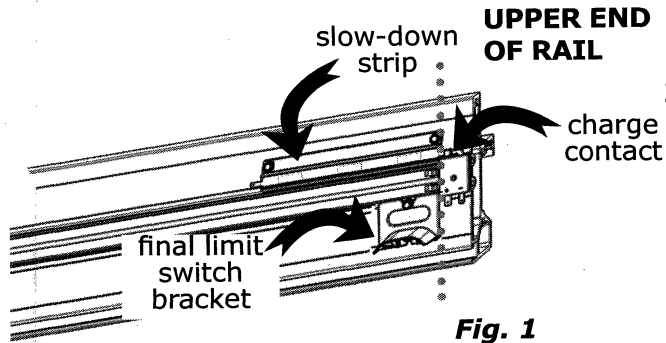
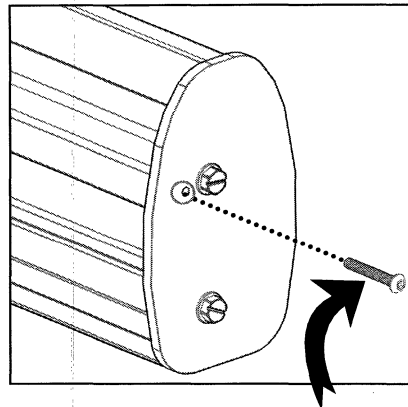


Fig. 1



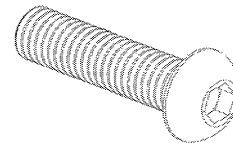
jack screw

NOTE: Make sure circuit breaker is still turned OFF.

1. Insert reamaining gear rack pieces, cutting if necessary.
2. Add charge contact.
 - a. Slide charge contact into rail and connect to slow down contact (Fig. 1).

3. Insert jack screw.

Two (2) M6 socket button head cap screws (i.e., jack screws) are provided for pressure-loading the gear rack. One is 25 mm long and one is 40 mm long.



Use table below to determine which screw to use.

Distance from last full gear rack segment to end of rail	M6 x 25 mm screw	M6 x 40mm screw
1/2" (12mm) or less	X	
1/2" (12mm) to 1 1/4" (32mm)		X

Jack screw may be inserted into either top or bottom endplate.

NOTE: Do NOT overtighten!

Finger tighten screw until screw contacts gear rack. Then, use hex wrench to tighten no more than a half turn.

NOTE: Jack screw will NOT be flush with endplate.

INSTALLATION

FOOTREST INSTALLATION

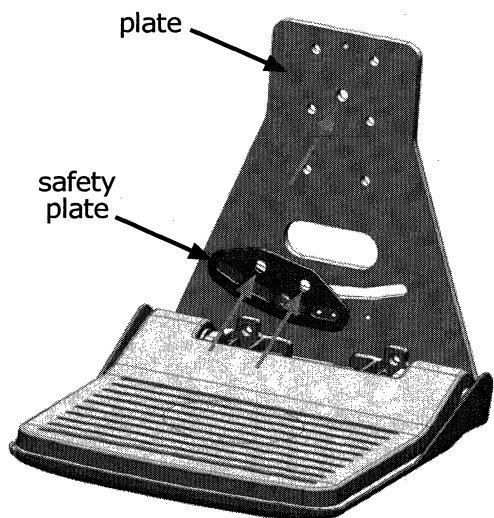


Fig. 1

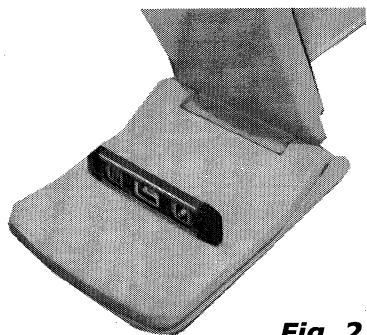
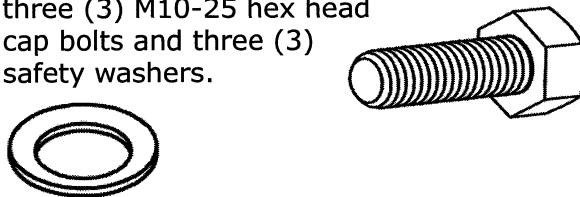


Fig. 2



Fig. 3

1. **Before mounting footrest**, turn circuit breaker OFF.
2. Remove downside M10 button head screw securing front cover during shipping.
3. Insert this button head screw in open hole on upstairs side of front cover, next to its mate.
4. Mount footrest to carriage by inserting three (3) M10-25 hex head cap bolts and three (3) safety washers.



Insert one (1) washer through top of plate and two (2) through safety plate (Fig. 1).

DO NOT TIGHTEN AT THIS POINT!

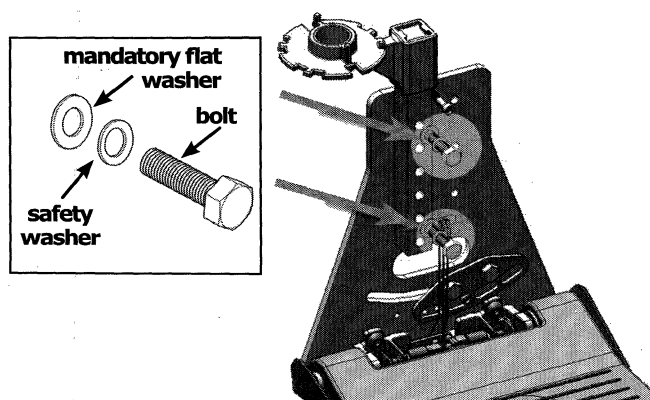
5. Verify that footrest is level (Fig. 2).
 - Lower footrest.
 - Place a level on footrest pan.
6. Fully tighten nuts on three (3) footrest bolts inserted in Step 4.

Torque to 50 ft-lb (68 Nm).

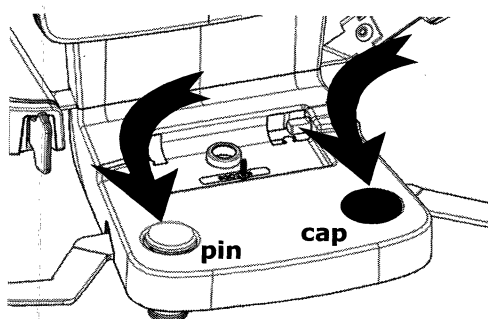
7. Insert and tighten safety socket head screw (shear bolt) (Fig. 3).



SEAT INSTALLATION



seat post orientation: **Fig. 1**
toward top of rail
(right-hand installation shown)



pin and cap in seat base
(right-hand installation shown)

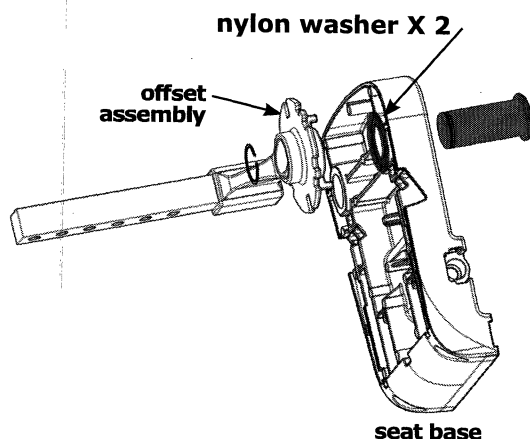
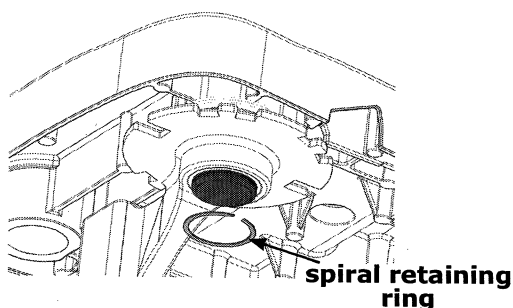


Fig. 3

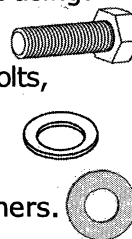


"upstairs" hole
right-hand installation

Fig. 4

1. Mount and fully tighten seat post using:

- two (2) M10-35 hex head cap bolts,
- two (2) safety lock washers,
- two (2) MANDATORY flat washers.



NOTE: Finger tighten hardware three (3) turns, then torque to avoid cross threading!

Torque to 50 ft-lb (68 Nm).

NOTE: Offset seat post towards top of rail.

2. Insert seat swivel pin in seat base, using "upstairs side" hole.
3. Apply a small dab of grease between the contacting surfaces of the nylon washers and coat the surfaces. This will prevent noise as they slide over each other during operation.
4. Slide two (2) nylon washers onto seat swivel pin (Fig. 3), positioned between seat base and seat post.
5. With seat facing 45° off center to upstairs side, insert seat swivel pin into seat post to mount seat.

NOTE: If necessary, use a dead blow hammer to tap pin into place.

6. Using seat swivel lever, pivot seat to its locked position. Seat should drop into place.
7. Install spiral retaining ring onto bottom of seat swivel pin (Fig. 4). To install, insert one end into groove. Press down around circumference and wind ring into groove.

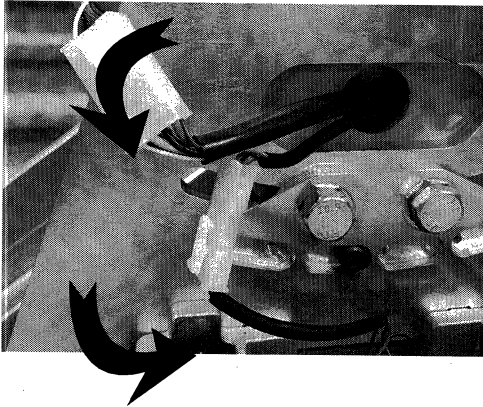
NOTE: For removal, insert a flat head screwdriver into removal notch. Pry end out of groove and spiral ring out of groove.

NOTE: If unit is removed from rail, *do not* rely on spiral retaining ring to support the weight of carriage/footrest. Be sure to remove seat before carrying the carriage.

8. Remove shipping jumper from carriage harness.

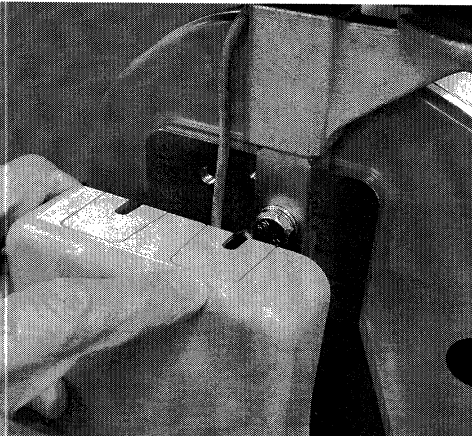
INSTALLATION

SEAT INSTALLATION (continued)



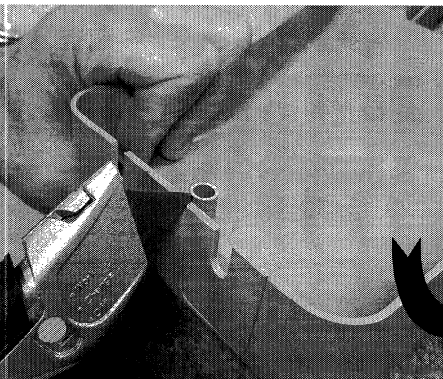
9. Connect 3-pin carriage harness to footrest harness.

Connect 8-pin carriage harness to seat harness.

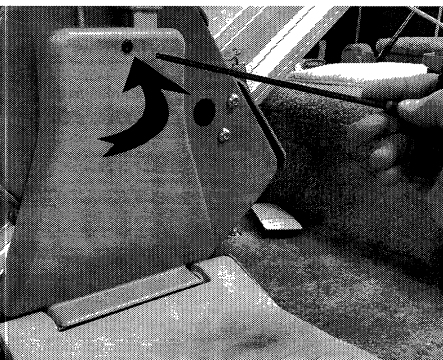


10. **Add the footrest shroud.**

Determine which tab to remove for the seat post.



11. Using a utility knife, cut each side of tab and use finger to snap off.



12. Mount shroud to unit using M6 socket head screw.

RAIL CROSS PIN INSTALLATION

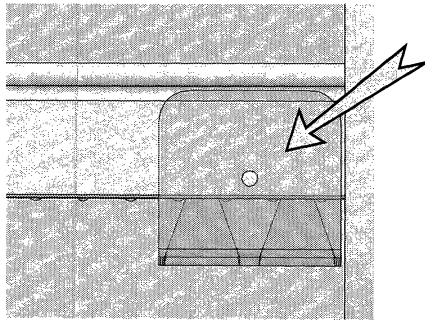


Fig. 1

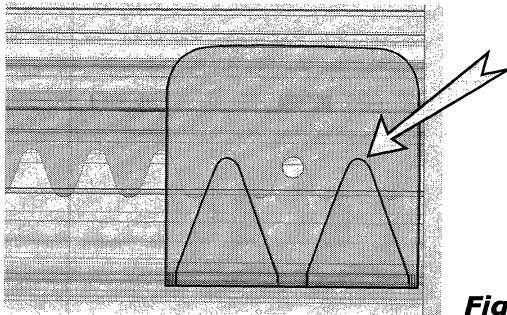


Fig. 2

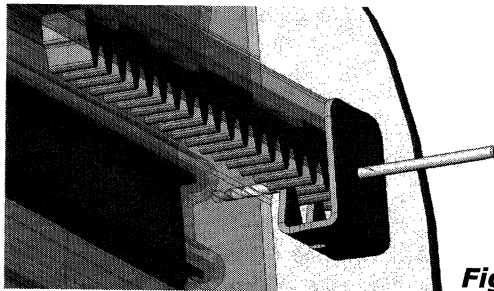


Fig. 3

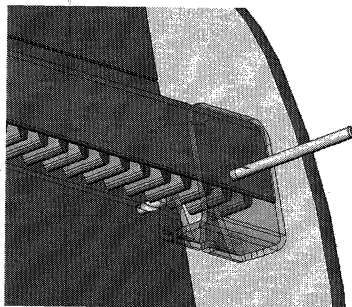


Fig. 4

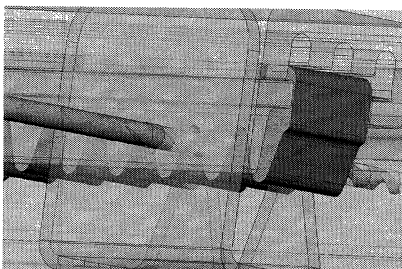


Fig. 5

NOTE: Install rail cross pin *after* jack screw has been properly tightened.

1. At bottom end of rail (base of stairs), position SRE Cross Pin Drill Template after first tooth of first gear rack. Template hole should be up against the part of the extrusion covering the gear rack (Fig. 1). Template "teeth" should fit up against the gear rack valleys (Fig. 2).

2. Using a 1/8" (3.2mm) drill bit (Bruno P/N: DRB-13001, provided with kit SRV-3000-023), place a hole in 2 walls of the extrusion (Figs. 3 and 4). Do not drill through entire extrusion.

NOTE: Drill bit will not make contact with gear rack (Fig. 5).

INSTALLATION

RAIL CROSS PIN INSTALLATION (continued)

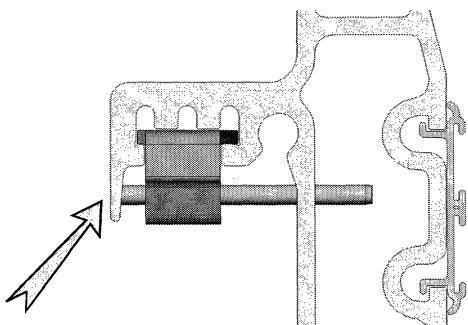


Fig. 6

3. Once hole is drilled, place pin into rail extrusion (Fig. 6). Make sure pin is flush with outside of extrusion (Fig. 7).

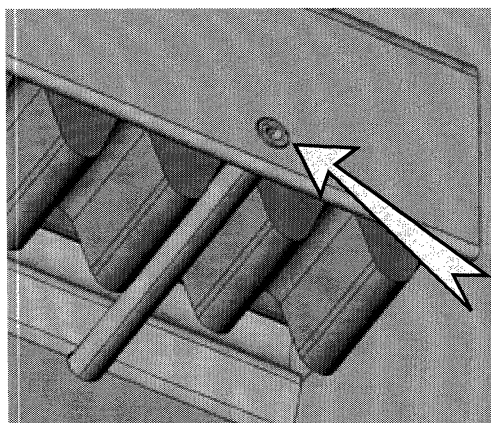
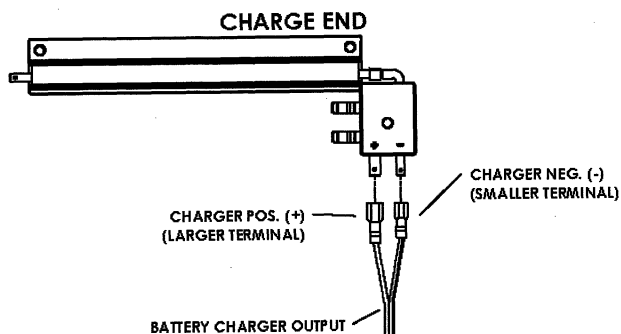


Fig. 7

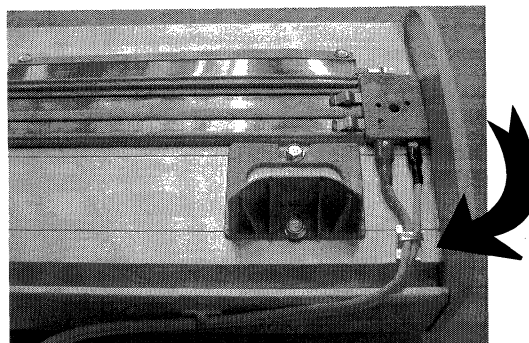
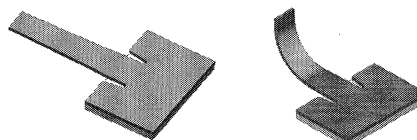
MAKE CHARGER CONNECTIONS

CONFIGURATION SHOWN:

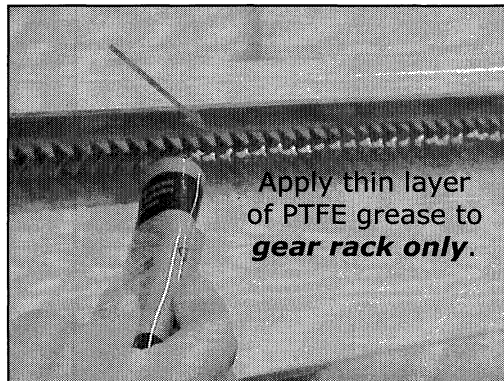
- 1) LEFT-HAND INSTALLATION WITH CHARGER AT BOTTOM.
- 2) RIGHT-HAND INSTALLATION WITH CHARGER AT TOP.



1. Connect wires from charger to charge contact assembly. (See figure at left.)
2. Attach adhesive wire clip to rail and fold tab over wires as shown below.

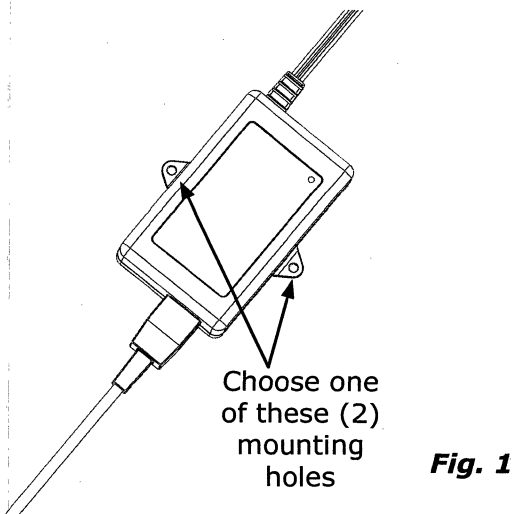


LUBRICATE GEAR RACK



1. Run carriage up and down rail several times.
2. Apply a thin layer of PTFE grease (provided) **on gear rack ONLY.**
Repeat often if unit is used very frequently or is used in a harsh environment.
3. Regular cleaning will keep rail and rack free of dust and dirt.

BATTERY CHARGER INSTALLATION



1. Connect battery charger to wall outlet and rail.

NOTE: Both wall and rail cords are each 6' (1.8 m) long.

2. Position charger in a suitable, permanent location **where it will not create a tripping hazard.**
3. Secure charger in chosen location by inserting two (2) wood screws (provided) through mounting holes in charger base (Fig. 1).

NOTES: If batteries become discharged, carriage will move more slowly until voltage drops to a point where controller will shut off.

If this happens, pause, then run carriage "down" until it engages charge contacts.

Partially charged batteries will run carriage "down", but not "up".

Confirm that charger is plugged into a "live" outlet and wait for batteries to recharge.

FIT AND FINISH

Run carriage up and down rail to:

- ☐ Recheck seat-to-wall clearance.
- ☐ Check correct operation of all components.

Test main components:

- ☐ Check proper operation of battery charger.
- ☐ Check call/send transmitters (see **Reprogramming Remote Transmitters**).
- ☐ Check on/off switch.
- ☐ Check footrest safety switches.
- ☐ Check that stairlift cannot operate with seat swiveled.
- ☐ Check carriage end safety switches.

Test power folding rail (if applicable):

- ☐ Check that when disable switch is turned off that rail cannot fold.
- ☐ Listen for continuous beep when folding rail is in motion. (This warns nearby people of rail operation.)
- ☐ Check that control box light flashes yellow.

Make final adjustments (see Post-Installation Adjustments):

- ☐ Adjust seat height.
- ☐ Adjust footrest.

CUSTOMER EDUCATION

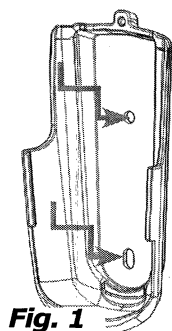


Fig. 1

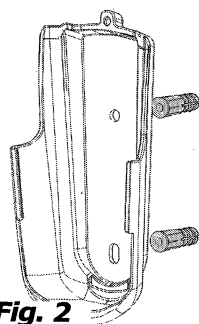


Fig. 2

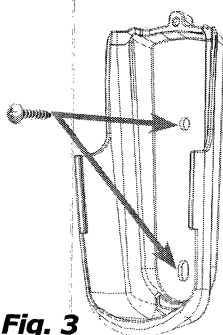


Fig. 3

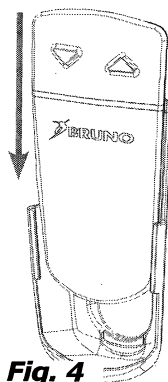


Fig. 4

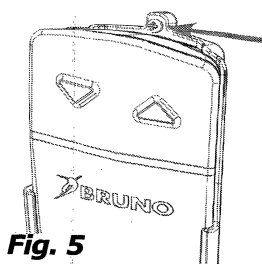


Fig. 5

1. Inform customer of location of Operator's Manual. Encourage them to become familiar with the contents.

2. **Mount Call/Send Transmitter with OPTIONAL TMR-00005 kit:**

- Discuss bracket location with customer before mounting to wall.
- Position bracket on wall. Mark top and bottom bracket holes (Fig. 1).
- Drill a pilot hole slightly smaller than anchors provided.
- Gently pound anchors into wall with rubber mallet.
- Position bracket on wall so top/bottom bracket holes align with anchors (Fig. 2).
- Secure bracket to wall using screws provided (Fig. 3).
- Slide transmitter into bracket (Fig. 4).
- *Optional:* Install additional screw provided to prevent removal of transmitter from bracket (Fig. 5).

3. **Test call/send transmitters.**

- Use UP/DOWN paddle controls on seat armrest to run unit up and down the rail.

NOTE: Unit should travel noticeably faster going up than down.

- Check for smooth operation and travel.
- Use remote call/send transmitter to run unit up and down rail.
- Repeat Step 3 with second transmitter.
- Check for smooth operation and travel.

CUSTOMER EDUCATION (continued)

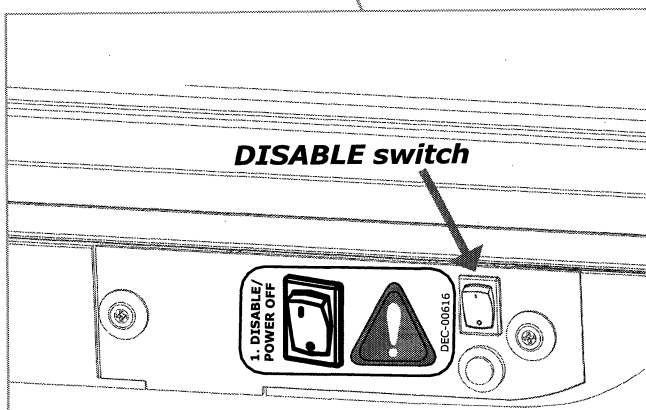
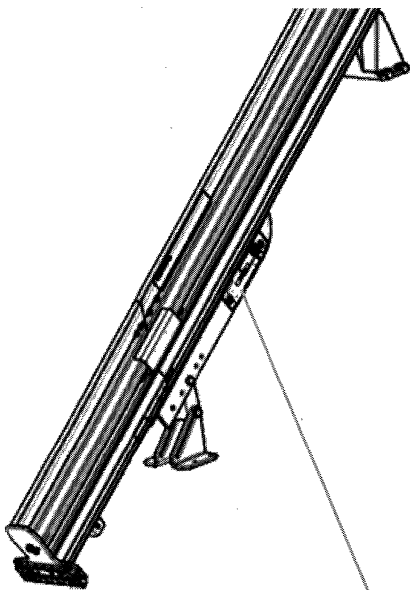
WARNING

PINCH POINT!

Make sure the areas above and below the folding rail are clear before operating the folding rail.

Keep children and pets at a safe distance.

Failure to observe this warning could result in injury or damage to equipment.



4. ***Train customer to use stairlift correctly and safely.***

- Remind them to always buckle lap belt when using stairlift.
- Have them operate unit while you are there to answer questions and address concerns.

Manual Folding Rail:

When folding the rail UP, carriage **MUST** be at a position that allows rail to fully fold up!

Damage to carriage WILL occur if carriage is below mid-park position when rail is folded up.

Power Folding Rail:

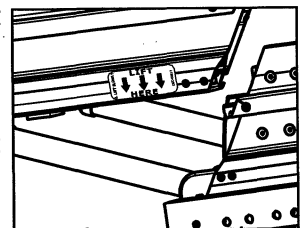
Will **only** work when carriage is at mid-park position.

Review disable switch.

- Control panel includes a disable switch. Press switch toward DISABLE to prevent rail from folding up. Use this switch if rail is to be kept folded down for an extended period of time.
- The disable switch also allows back drive of power in the unlikely event of an emergency.

NOTE: Never try to lift folding rail with disable switch in the ON position.

- Make sure to lift slowly where indicated by the "LIFT HERE" decal on the short rail. Lifting the rail in a quick, sudden motion may result in damage to the folding rail gearbox.
- Press switch AWAY from DISABLE to allow rail to fold and unfold correctly under power.



NOTE: If power folding rail stops, then slightly reverses direction, and there are NO OBSTRUCTIONS, call Bruno Technical Service.

REPROGRAMMING REMOTE TRANSMITTERS

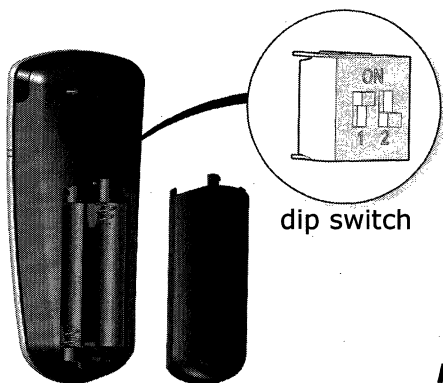


Fig. 1

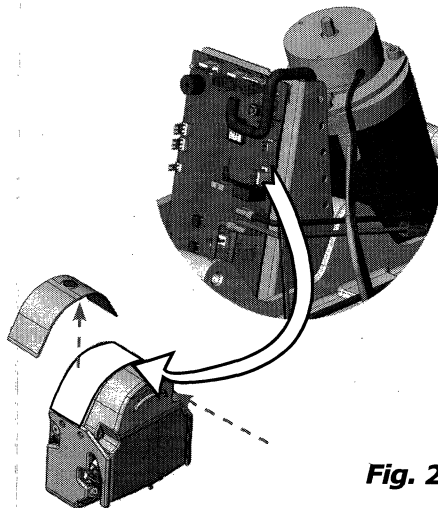


Fig. 2

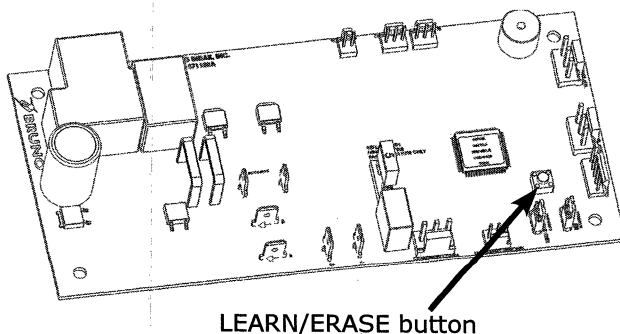


Fig. 3

NOTE: Operating channel of the two (2) remote transmitters included with the SRE-3050 is pre-set at the Bruno factory.

Reasons for reprogramming transmitters:

- multiple units in same location;
- remotes need to be replaced.

Reset operating channel of remotes:

1. Remove remote(s) battery access panel.
2. Locate dip switch labeled 'SW3' (Fig. 1).
3. Change BOTH dip switch configurations to one (1) of four (4) possible options:

- **1 up, 2 down (default factory setting)**
- **1 up, 2 up**
- **1 down, 2 up**
- **1 down, 2 down**

To reprogram a transmitter:

1. Turn circuit breaker OFF.
2. Remove top mid panel of control enclosure to expose circuit board (Fig. 2).
3. Locate LEARN/ERASE button on circuit board (Fig. 3).
4. Turn circuit breaker ON, and wait for "power-up" beep.
5. **Clear the memory:**
 - Hold down LEARN/ERASE button until LED on circuit board goes out (approx. 12 seconds).
6. Press and hold LEARN/ERASE button (LED on circuit board is on).
As you continue to press LEARN/ERASE, press either call/send button on remote until LEARN/ERASE LED goes out (approx. 2-5 sec.).
7. Release both buttons (LEARN/ERASE and one on remote).

The remote is now programmed.

8. Make sure all remotes are set to same dip switch configuration.

NOTE: It is only necessary to program one remote if all remote dip switches are set the same.

9. **Test transmitter operation:**

- Press either button on remote.
- If carriage moves, new settings been accepted and remote is programmed.
- If carriage does not move, repeat Steps 1 through 8.

10. Remount remote (back on wall if approved by customer).
11. Turn circuit breaker OFF.
12. Remount and secure control enclosure covers.
13. Turn circuit breaker ON, and check operation of all functions.

SINGLE-USER VS. MULTI-USER DIAGNOSTIC MODE



Before touching anything inside carriage assembly, ground yourself by touching an unpainted metal surface on unit such as an exposed bolt, or one of the mounting screws on electrical panel.

While working, periodically touch an unpainted metal surface to dissipate any static electricity that could harm internal components.

NOTES: Units ship in multi-user mode.

Multi-user mode means that when seat is swiveled at top of rail, unit beeps once every three (3) seconds.

Single-user mode means that when seat is swiveled at top of rail, no beeps are heard.

AUDIO REFERENCE	
Chirp	0.25 second
Short Beep	0.50 second
Long Beep	1.50 seconds
Pause	1.00 second

Multi-User/Diagnostic Mode

Provides full range of audio diagnostic notices:

- **Circuit Board Power Up:** Chirp
- **Safety Device Activated:** Chirp
- **Seat Safety Disengaged:** Chirp repeats every 3 seconds until seat safety switch is re-engaged
- **Parked and Charger Not Detected:** 5 Beeps (3 short and 2 long). Repeats every 4 minutes until seat safety switch is disengaged, the battery voltage increases, or the switch is pressed.
- **Battery Voltage Critical:** 5 Beeps (2 short and 3 long). Repeats once a minute until the voltage exceeds 16V or the switch is pressed.
- **Low Voltage - Stop Operation:** 5 Short Beeps
- **Over Current Fault:** 4 Short Beeps
- **Over Temperature Fault:** 3 Short Beeps
- **Multiple Buttons Pressed During Power Up:** 2 Beeps / Pause / 5 Beeps (long beeps indicate which switches are active). Repeats beeps every 5 seconds until all switches are off.
- **Multiple Buttons Pressed:** 2 Beeps / Pause / 3 Beeps (long beeps indicate which switches are active). Repeats every 30 seconds until all switches are off.
- **Transmitter ID Memory Full:** 3 Beeps (1 short and 2 long)

DIAGNOSTIC CODES

Cross reference the code displayed under the seat with the following table.

Readout/Diagnostic Group (Group Indicator)	S - Solid = 'Normal' Condition CF - Continuous Flash = Diagnostic Fault	VISUAL		AUDIBLE				VISUAL		AUDIBLE				AUDIBLE	
		Segment 1	Segment 2	Mode 1 S1 Off S2-On	Mode 2 S1-Off S2-On	Mode 3 S1-On S2-Off	Mode 4 S1-On S2-On	Segment 1	Segment 2	Mode 1 S1 Off S2-On	Mode 2 S1-Off S2-On	Mode 3 S1-On S2-Off	Mode 4 S1-On S2-On	Multi-User	Single User
Charge/Battery Condition Group (C)															
Charging (Charger detected)	S	C	1					C	1						
Off-Charge (running w/rocker or remote)	S	C	2					C	2						
Off-Charge and Not-Parked (fault condition)	CF	C	3	BBBL	BBBL		BBBL	NA	NA	NA	NA	NA	NA	NA	NA
Parked and Charger Not Detected	CF	C	4	BBBL	BBBL		BBBL	C	4	BBBL	BBBL	None	BBBL	BBBL	BBBL
Battery Voltage Critical (~16V)	CF	C	5	BBLL	BBLL		BBLL	C	5	BBLL	BBLL	None	BBLL	BBLL	BBLL
Battery Voltage Low (<18V)	CF	C	6					C	6						
Motorized Footrest Moving (Prior to SW Rev. 2.7 only-see A6)	S	C	7					NA	NA	NA	NA	NA	NA	NA	NA
Motorized Footrest Moving (Prior to SW Rev. 2.7 only-see A7)	S	C	8					NA	NA	NA	NA	NA	NA	NA	NA
Limit/Switch Input Group (L)															
SSS open	S	L	1	S.M.CPPP	S.M			L	1	S.M.CPPP	S.M			S.M.CPPP	S.M
Up Limit Switch Open	S	L	2	S.M	S.M			L	2	S.M	S.M			S.M	S.M
Down Limit Switch Open	S	L	3	S.M	S.M			L	3	S.M	S.M			S.M	S.M
Keyswitch Closed (not currently used)	S	L	4	M.PPCC	M			NA	NA	NA	NA	NA	NA	NA	NA
Seat Fold Switch Open (not currently used)	S	L	5	M	M			NA	NA	NA	NA	NA	NA	NA	NA
Mid-Rail Park Active	S	L	6	S	S			L	6	S	S			S	S
Brake Input switch	S	L	7	M	M			NA	NA	NA	NA	NA	NA	NA	NA
Soft Stop Switch	S	L	8					L	8						
Operation Switch Group (O)															
Rocker Up	S	O	1					O	1						
Rocker Down	S	O	2					O	2						
Learn Switch	S	O	3					O	3						
Remote Up	S	O	4					O	4						
Remote Down	S	O	5					O	5						
Diagnostics Group (d)															
Speed Prot Fail (open)	CF	d	1					d	1						
Transmitter ID Memory Full	CF	d	2	BLL	BLL			d	2	BLL	BLL	None	None	BLL	BLL
Program Memory Bad CheckSum	CF	d	3					d	3						
Over Current Fault	CF	d	4	CCCC	CCCC		CCCC	d	4	CCCC	CCCC	None	CCCC	CCCC	CCCC
Over Temperature Fault	CF	d	5	CCC	CCC		CCC	d	5	CCC	CCC	None	CCC	CCC	CCC
Speed Over Ride on High Temperature.	CF	d	6					d	6						
Low Voltage Stop	CF	d	7	CCCCC	CCCCC		CCCCC	d	7	CCCCC	CCCCC	None	CCCCC	CCCCC	CCCCC
Unlearned Remote Unit	CF	d	8					d	8						
Relay FET Fault Group (F)															
Drive FET Shorted	CF	F	1					F	1						
Safety Relay Shorted	CF	F	2					F	2						
H-Bridge Relay Fault	CF	F	3					F	3						
Safety Circuit Faulted	CF	F	4					F	4						
Test Input High (Internal Failure, should never happen)	CF	F	5					F	5						
Test Input Low (Internal Failure, should never happen)	CF	F	6					F	6						
Aux Current Measurement Failure (Prior to SW Rev. 2.7 only-see A9)	CF	F	7					F	7						
Unknown Relay Fault (should never happen)	CF	F	8					F	8						

DIAGNOSTIC CODES (continued)

Readout/Diagnostic Group (Group Indicator)		S - Solid = "Normal" Condition CF - Continuous Flash = Diagnostic Fault		VISUAL		AUDIBLE				VISUAL		AUDIBLE				AUDIBLE	
AUX Group				VISUAL		CRE & SRE				VISUAL		NEW SRE-2010 (PCB-00133/136)				SRE-3000 (PCB-00124/140)	
				Segment 1	Segment 2	Mode 1 S1 Off	Mode 2 S1-On	Mode 3 S1-On	Mode 4 S1-On	Segment 1	Segment 2	Mode 1 S1 Off	Mode 2 S1-On	Mode 3 S1-On	Mode 4 S1-On	Multi-User	Single User
Swivel Enable		S		A	1					A	1						
Seat Fold Switch Closed		S		A	2					A	2						
Swivel Limit Open		S		A	3					A	3						
Footrest Up Limit Open		S		A	4					A	4						
Footrest Down Limit Open		S		A	5					A	5						
Swivel Actuator Blocked		S		A	6					A	6						
Footrest Actuator Blocked		S		A	7					A	7						
Aux Actuator Active		S		A	8					A	8						
Aux Actuator Fault		CF		A	9					A	9						
Aux Communication Fault		CF		A	0					A	0						
Power Rail Group																	
Rail Up Limit		S		P	1					P	1						
Rail Down Limit		S		P	2					P	2						
Rail Disable		S		P	3					P	3						
Reserved				P	4					P	4						
Reserved				P	5					P	5						
Reserved				P	6					P	6						
Rail Actuator Blocked		S		P	7					P	7						
Rail Actuator Active		S		P	8					P	8						
Rail Actuator Fault		CF		P	9					P	9						
Rail Communication Failure		CF		P	0					P	0						
Run Time in seconds (No display, 4 bytes in EEPROM)		None		None	None					None	None						
						B = 0.5 second tone L = 1 second tone C = 0.25 second tone P = 1 second no tone S = 0.25 second tone when movement requested M = 0.25 second tone when movement requested						B = 0.5 second tone L = 1 second tone C = 0.25 second tone P = 1 second no tone S = 0.25 second tone when movement requested M = 0.25 second tone when movement requested					
Additional Audible Codes																	
Multiple Buttons Pressed at Power-up		Normal Button Codes				BBP????	BBP????	None	None			BBP????	BBP????	None	None	BBP????	BBP????
Multiple Buttons Pressed		Normal Button Codes				BBP???	BBP???	None	None			BBP???	BBP???	None	None	BBP???	BBP???
						Question marks designate a LONG BEEP. The long beep indicates which switch is active at power-up or if multiple switches are pressed (in this order): Left rocker, Right Rocker, Learn Switch, Remote Up (RF Only), Remote Down (RF Only)						Question marks designate a LONG BEEP. The long beep indicates which switch is active at power-up or if multiple switches are pressed (in this order): Left rocker, Right Rocker, Learn Switch, Remote Up (RF Only), Remote Down (RF Only)					

BATTERY CHARGER LED INFORMATION

<i>LED COLOR/FUNCTION</i>	<i>STATUS/PROBLEM</i>	<i>REMEDY</i>
red	AC power on	normal condition when connected to a live outlet
red (flashing)	defective batteries in unit	test batteries for damage or sulfation (load test)
yellow	charging	status OK
green	battery fully charged/float mode charging	status OK
green (flashing)	reverse polarity connection to unit	check wiring to rail charge strips for correct polarity connections

DRIVE ADJUSTMENT

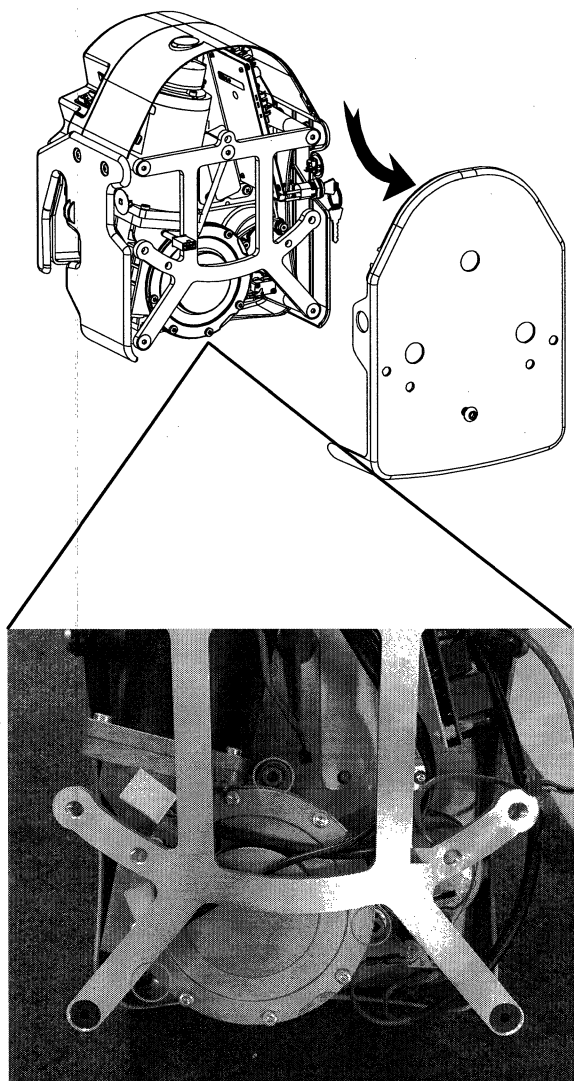


Fig. 1



jack
screw

Fig. 2

Even though each SRE-3050 is run on a test rail prior to shipment, there may be slight variations between the test rail and rail installed on site. These variations may result in a small but objectionable vibration of the carriage.

Adjust rack and pinion gear to eliminate vibration.

1. Make sure rack is properly greased.
Inspect both gear rack and pinion for contaminants.
2. Remove seat and footrest assemblies.
3. With carriage installed on rail, and jumpers installed on carriage, run unit (loaded and unloaded) up and down rail over a few feet. Listen and watch for vibration.
 - a. If unit vibrates only in down direction, carriage and rail are fitted too loosely. The gear must be seated further into rack mesh.
 - b. If unit vibrates when running up and down, carriage and rail are fitted too tightly. The gear must be seated further out from rack mesh.
4. In both cases, loosen (but **DO NOT REMOVE**) three (3) drive mounting bolts (Fig. 1) 1-2 turns using 5mm and 6 mm Allen wrenches.
5. Tighten jack screw 1/8th turn (Fig. 2).
6. Run carriage on rail about 3' (1 m) in each direction with bolts still loose. This allows pinion gear to find the natural center of the gear rack.
 - If carriage runs smoothly, retighten drive mounting bolts.
 - If carriage does not run smoothly, repeat step 5.
7. *Making sure drive does not move as you tighten, retighten three (3) drive mounting bolts.*

POST-INSTALLATION ADJUSTMENT

MOVING UP/DOWN PADDLE CONTROL FROM ONE ARM TO ANOTHER

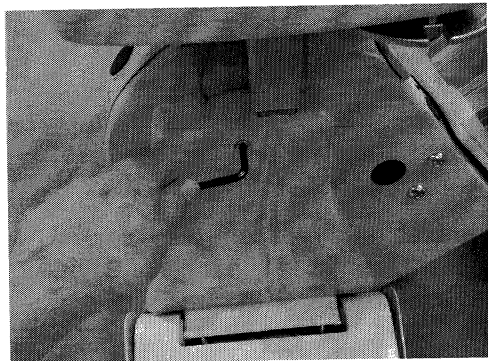
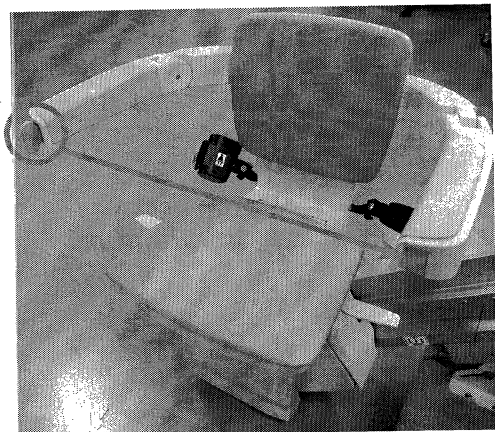


Fig. 1

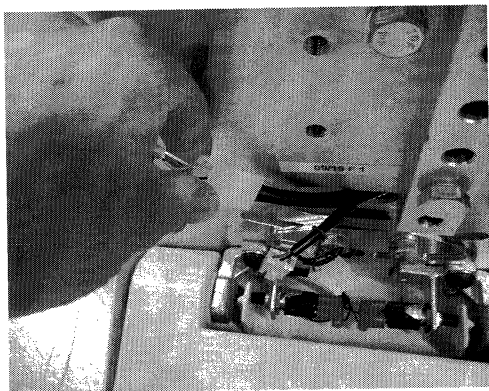


Fig. 2

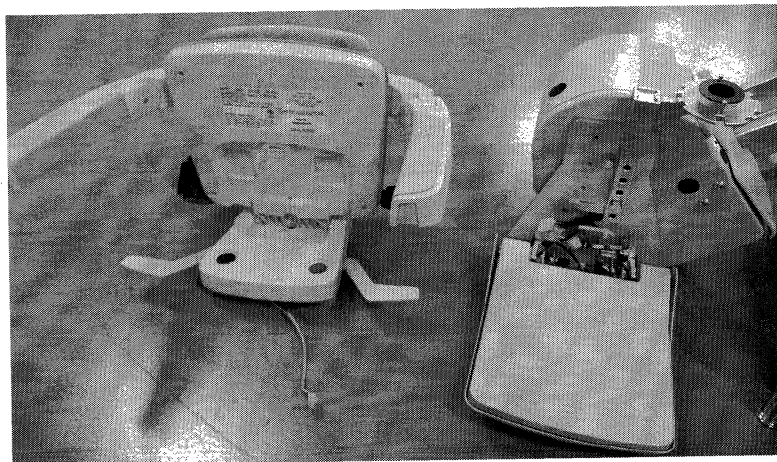


Fig. 3

Needed Tools:

- 5mm hex key
- Flathead screwdriver
- T25 Torx screwdriver
- Snap ring tool (optional)

Prior to taking the following steps, check that Carriage Circuit Breaker is OFF.

1. Remove the Footrest Cover (SRE-30039WG) [Fig. 1] and disconnect the 8-pin Carriage Harness from the Seat Harness [Fig. 2].
2. Remove the Seat Swivel Pin (SRE-30073) and place the seat on a stable work surface [Fig. 3].
3. Flip the seat upside-down.

MOVING UP/DOWN PADDLE CONTROL FROM ONE ARM TO ANOTHER **(continued)**

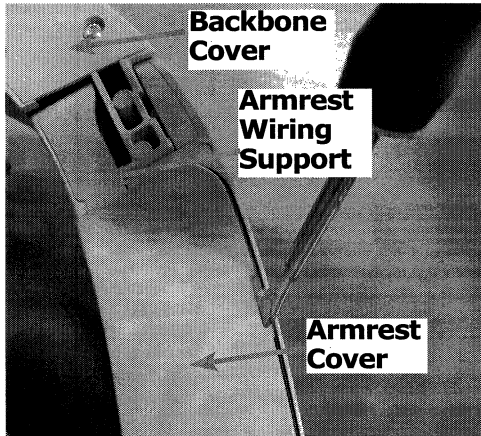


Fig. 4

4. Using a flathead screwdriver, pry the Armrest Covers (SRE-30463L/R) off of the seat assembly [Figs. 4-5].
5. Disconnect Armrest Harness (SRE-30454) from the Paddle Switch Assembly (SRE-30496) [Fig. 6].

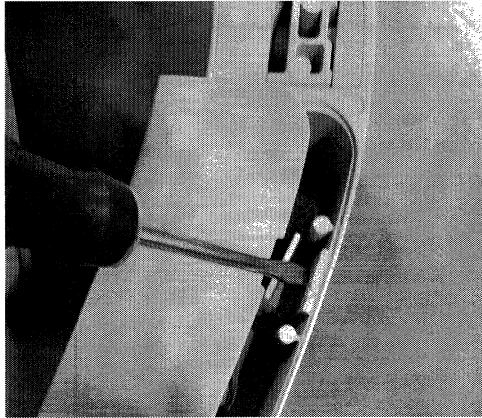


Fig. 5

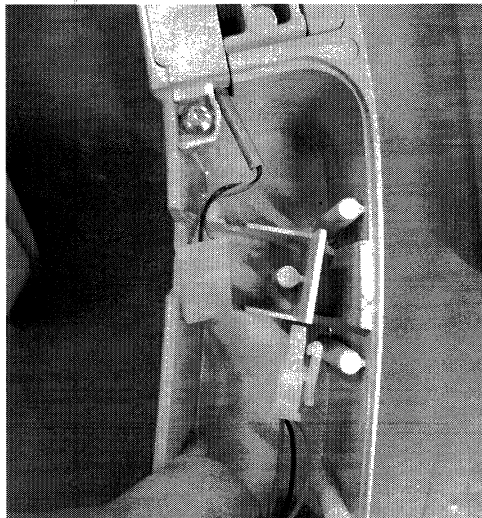


Fig. 6

POST-INSTALLATION ADJUSTMENT

MOVING UP/DOWN PADDLE CONTROL FROM ONE ARM TO ANOTHER (continued)

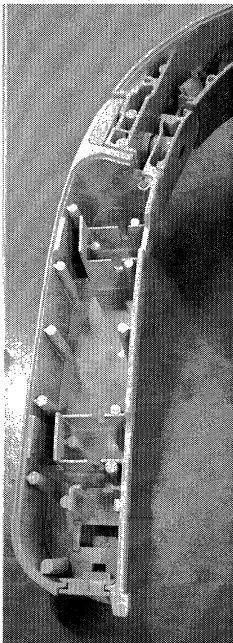


Fig. 7

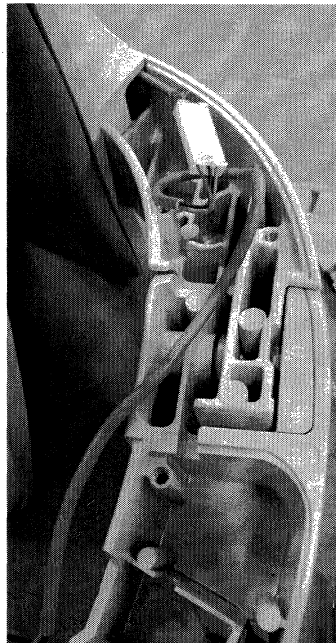


Fig. 8

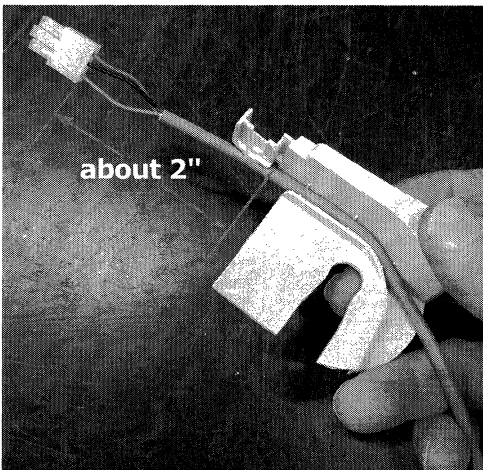


Fig. 9



Fig. 10

6. Remove Armrest Wiring Supports (SRE-30466L/R) and the Backbone Covers (SRE-30464L/R) using the T25 Torx Screwdriver [Figs. 7-8].
7. Disconnect the Armrest Harness from the Seat Control Harness on the one side and reconnect it on the opposite side.
8. Insert Armrest Harness into Armrest Wiring Support of the opposite hand. Make sure the cable is secured in the groove as shown [Fig. 9].
9. Insert the Armrest Wiring Support into the arm and secure with a T25 Torx screw. If there is difficulty inserting the Armrest Support into the arm, it helps to bend the arm at an angle.
10. Insert connection between the Seat Control Harness and the Armrest Harness into the holder on the Backbone Cover. Make sure to loop the harness about the cylinder portion of the Backbone Cover as shown [Fig. 10]. ***This loop allows the arm to be bent in a 90-degree position so it is important that this is done.***

MOVING UP/DOWN PADDLE CONTROL FROM ONE ARM TO ANOTHER **(continued)**

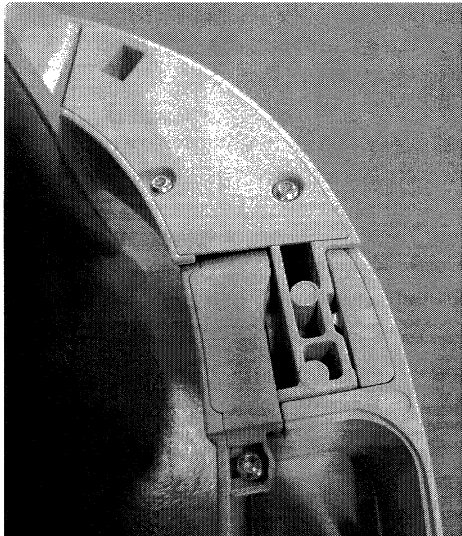


Fig. 11

11. Flip the Backbone Cover over and into place, making sure not to pinch any wires. Secure the covers on both sides using T25 Torx screws [Fig. 11].
12. Move Switch Assembly (SRE-30513) to opposite side. Press locking tabs in as shown [Figs. 12-13] to remove assembly from arm. Use your fingers or a flathead screwdriver. Once locking tabs are pressed, assembly will slide out. Set to the side.
13. Remove Cover Plate (SRE-30480) from the opposite arm. Using a flathead screwdriver, press on the locking tab in the direction shown [Figs. 14-15].
14. Move both Cover Plate and Switch Assembly to the opposite arm and reinsert until they click into position.



Fig. 12

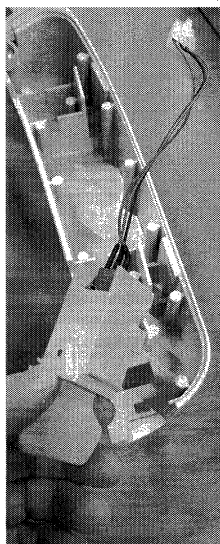


Fig. 13

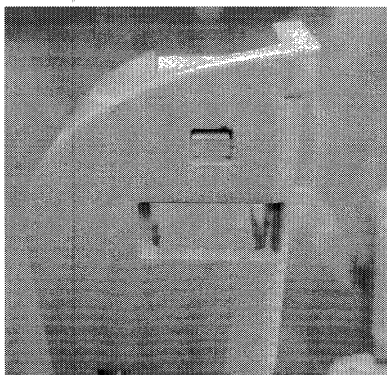


Fig. 14

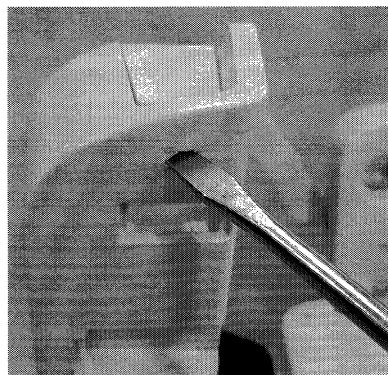


Fig. 15

POST-INSTALLATION ADJUSTMENT

MOVING UP/DOWN PADDLE CONTROL FROM ONE ARM TO ANOTHER **(continued)**

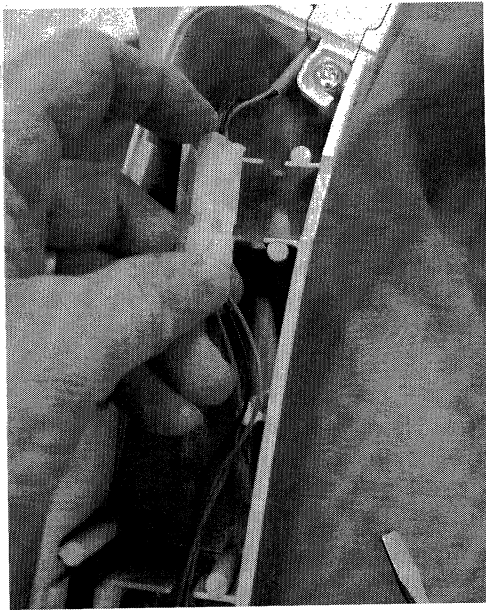


Fig. 16

15. Connect Switch Assembly to the Armrest Harness. Tuck wires and connector into the channel within the arm. [Fig. 16]
16. Slide Armrest Covers back into position. Make sure not to crush any wires.
17. Place seat back on carriage, reinstalling the Seat Swivel Pin, reconnecting 8-pin Carriage Harness, and reinstalling Footrest Cover. Turn on Carriage Circuit Breaker and test that the Up/Down Paddle Control operates correctly [Fig. 17].

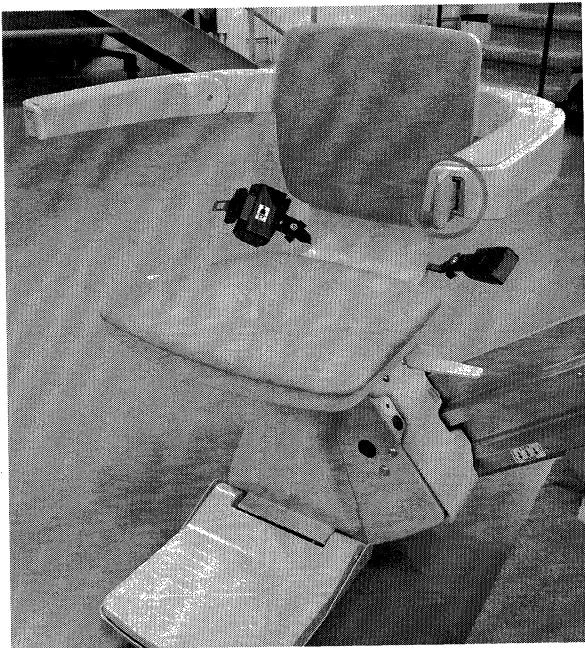


Fig. 17

SWITCH ACTUATOR ROCKER INSTALLATION INSTRUCTIONS

Should the end user of the SRE-3050 Elan prefer a switch paddle with a lower profile, Bruno offers an alternative: SRE-30544 SWITCH ACTUATOR ROCKER.

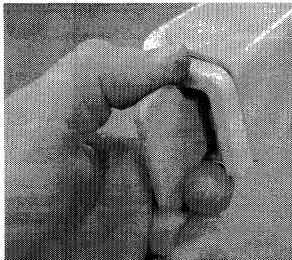


Fig. 1



Fig. 2

Prior to taking the following steps, check that Carriage Circuit Breaker is OFF.

1. With a firm grip on the paddle switch actuator (CRE-31026) provided on the seat, pull straight back to remove [Figs. 1-2].
2. Take the replacement switch actuator (SRE-30544) and line up opening in actuator with pin in switch assembly [Fig. 3].
3. Apply balanced pressure on the switch actuator so it goes in straight. The actuator will snap into place. [Figs. 4-5]

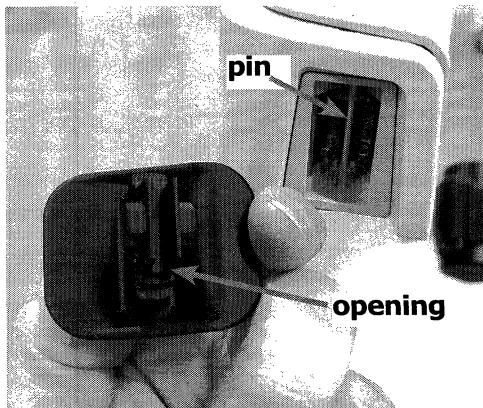


Fig. 3



Fig. 4

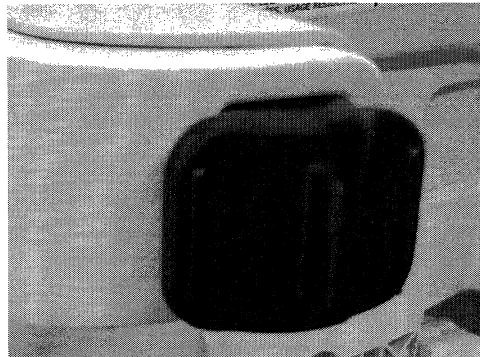


Fig. 5

TROUBLESHOOTING

UNIT DOES NOT OPERATE/ IS NOT CHARGING	• Check circuit breaker. <i>Reset if necessary.</i>
	• Check battery connections.
	• Check footrest safety switches to see if one of these limit switches is depressed. <i>Sliding safety tray below footrest should slide freely and should not stick in a position which would depress one of the safety switches.</i>
	• Check for discharged batteries. <i>Battery voltage should fall within the range of 16-28 VDC.</i>
UNIT OPERATES SLOWLY, LACKS POWER	• Check for discharged batteries.
	• Check for loose connections.
	• Check that charger is plugged in and working.
REMOTE CALL/SENDS OPERATE BACKWARDS; UNIT GOES UP SLOWLY AND DOWN FASTER	• Unit has been installed on right-hand side of stairs and dip switch has not been set to right-hand and/or seat has not been installed (circuit board).
UNIT OPERATES ERRATICALLY OR INTERMITTENTLY WITH REMOTE CALL/SEND	• Check all safety mechanisms, including swivel seat safety switch.
	• Reorient transmitter to point directly at carriage.
	• Consult your dealer, an experienced technician or call the Bruno Technical Service Department.
UNIT OPERATES ERRATICALLY OR INTERMITTENTLY WITH A RIDER USING ARMREST MOUNTED CONTROL SWITCH	• Check swivel seat safety switch.
	• Check that footrest safety tray is not dragging on stair nosing or hitting debris on stairs.
	• Check rail for debris that may bump safety switches (footrest and carriage panels).
UNIT WILL NOT OPERATE UNLESS SEAT IS POSITIONED SO IT FACES OPEN SIDE OF STAIRS	• This is correct lift operation.
	• A safety switch in seat swivel prevents unit from operating with seat "out of position".
UNIT WILL NOT OPERATE WITH CALL/SEND REMOTE	• Check batteries in remote call/send unit.
	• Aim remote at carriage.
	• Remotes must be reprogrammed.
UNIT DOES NOT SHUT OFF WHEN IT HITS BUMPER AT END OF RAIL	• Verify correct operation of limit switches in carriage assembly.
ROUGH OR CHATTERING RIDE	• Wipe down rail.
	• Apply a small amount of grease to <i>gear rack only.</i>

FOLDING RAIL GEAR RACK REPLACEMENT

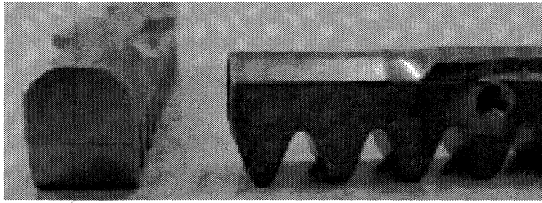


Fig. 1

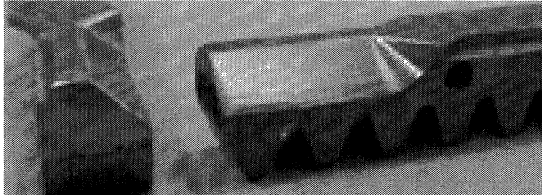


Fig. 2

NOTE: Folding rail units manufactured *before* January 22, 2020 have a mid-rail gear rack segment with a 1/8" x 45-degree chamfer (Fig. 1).

Folding rail units manufactured *after* January 22, 2020, contain a mid-rail gear rack segment (SRE-30179 for LH units, SRE-30181 for RH units) with a 1/4" x 45-degree chamfer (Fig. 2).

This change was made to prevent binding between the rail extrusion and the mid-rail gear rack segment.

If binding issues between the mid-rail gear rack segment and the extrusion exist (Fig. 3), the segment may need to be replaced.

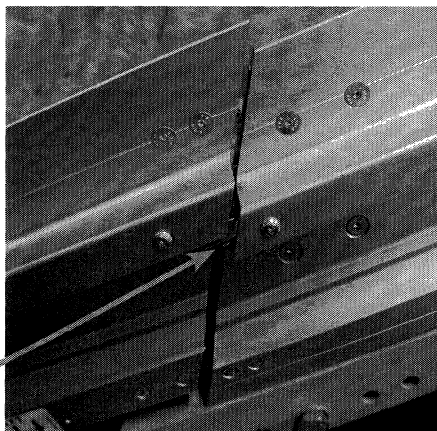


Fig. 3

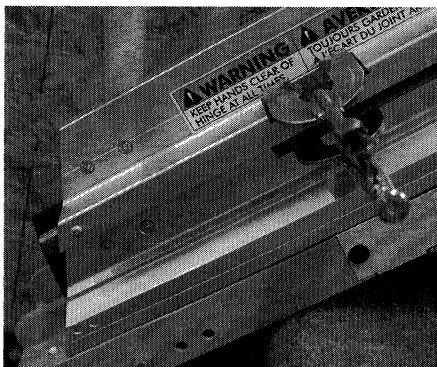


Fig. 4

1. Drive carriage to top of rail.
2. Loosen jack screw at top of rail.
3. Securely clamp gear rack approximately 6" above fold joint (Fig. 4).
4. Remove screw fastening short gear rack segment. Remove old gear rack segment. (Fig. 5)
5. Replace with new gear rack segment, snugging the retaining screw (Fig. 6).
6. Remove clamp from rail and properly tighten jack screw at top of rail.
7. Test joint alignment by folding and unfolding the rail. Use the steps on the next page if further adjustment is needed.



Fig. 5

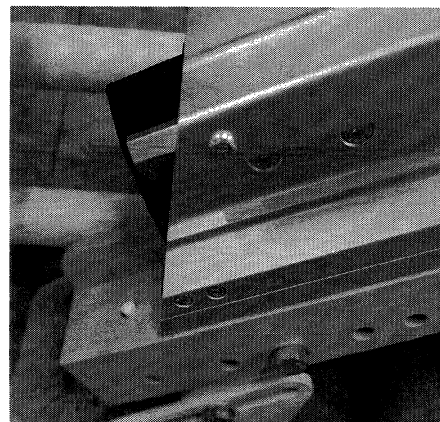


Fig. 6

FOLDING RAIL JOINT ADJUSTMENT

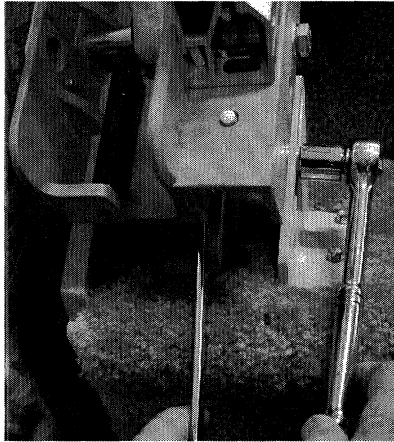


Fig. 1

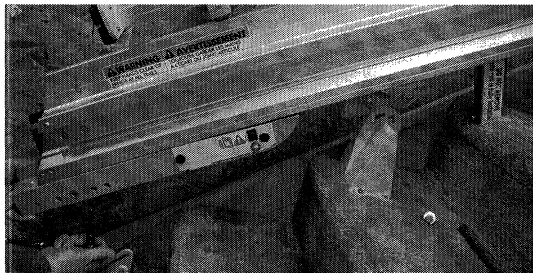


Fig. 2

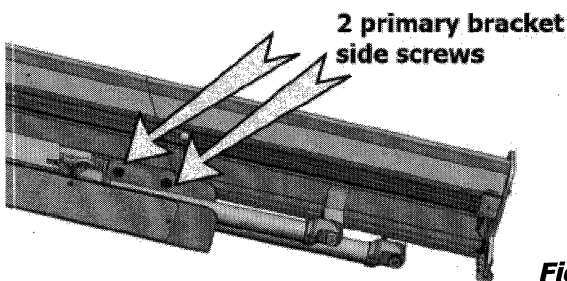


Fig. 3

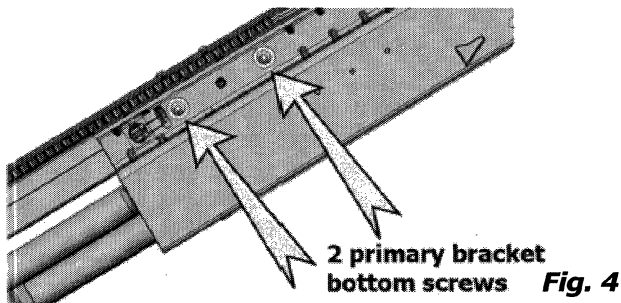


Fig. 4

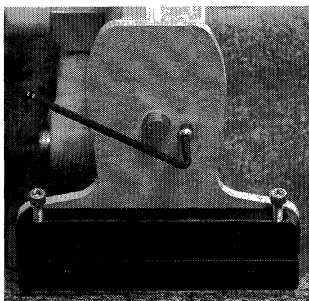


Fig. 5

NOTES: The folding rail joint adjustment can be performed in the event that:

- The joint of the two rails of the folding rail assembly are misaligned.
- The folding rail is binding up, causing opening/closing issues.

Folding rails are tested at the factory to ensure the joint has proper alignment, however, shipping and/or installation may cause the rail to become misaligned.

1. Drive carriage to top of rail.
2. Remove folding rail from special folding rail bracket. Remove block from primary bracket (Fig. 1).
3. Remove mounting bolt from nutbar at each rail mount along length of entire rail assembly, EXCEPT at top rail mount. Make sure bolt securing top rail mount is tight. The rail will pivot at the top rail mount, even with the carriage and seat still mounted.
4. Raise rail assembly and prop up to access bottom of assembly (Fig. 2).
5. Loosen four (4) screws that attach folding rail assembly to primary bracket. Do NOT loosen excessively. (Figs. 3 and 4).
6. Loosen jack bolt in endplate (Fig. 5).
7. Loosen screws holding short rail latch and gear rack in place. (Fig. 6).

FOLDING RAIL JOINT ADJUSTMENT (continued)

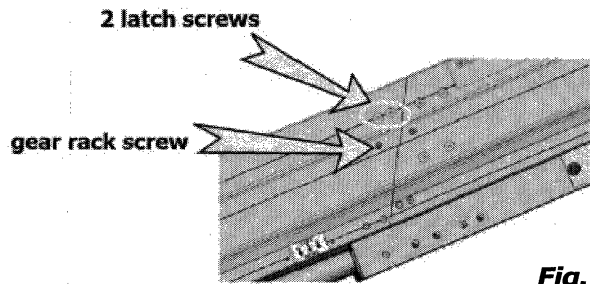


Fig. 6

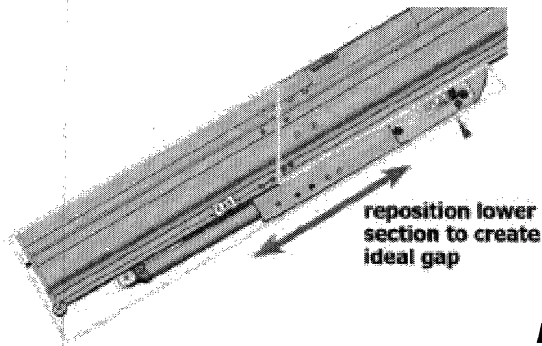


Fig. 7

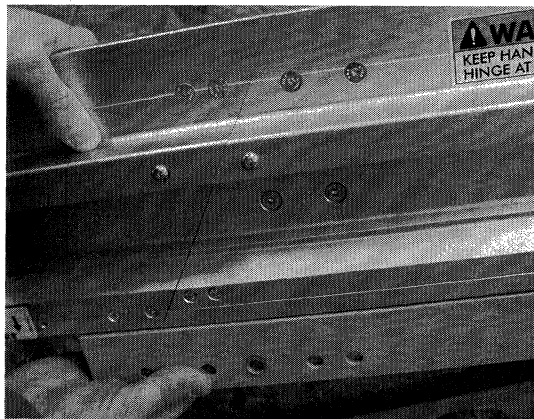


Fig. 8

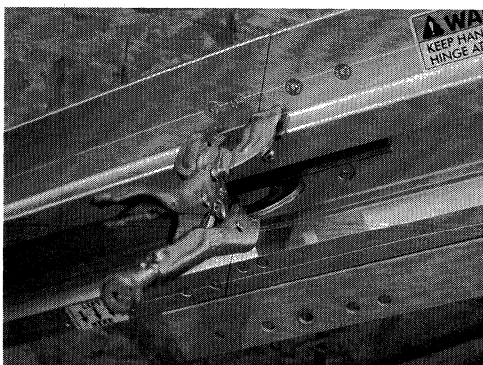


Fig. 9

8. Push or pull primary bracket assembly/ short rail portion as needed to create an ideal joint (Figs. 7 and 8).
9. Once ideal joint is achieved, apply clamp (Fig. 9).
10. Tighten hardware in this order:
 - a. Gear rack screw on short rail.
 - b. Jack bolt in end plate. Do NOT overtighten. Give screw 1/8th turn after gear rack segments in short rail are no longer able to slide.
 - c. Screws holding latch on short rail.
 - d. Side screws fastening primary bracket to rail (Fig. 10).
 - e. Bottom screws fastening primary bracket to rail.
11. Remount block to primary bracket. (Removed in Step 2.) Remount rail assembly to rail mount. Remount block to special folding rail bracket.
12. If position of the rail assembly changed while performing folding rail joint adjustment, the adjustment bars on folding rail endplate may need to be repositioned so rail assembly is no more than 1/8" off the floor.
13. Remove clamp from folding rail assembly.
14. Test joint alignment by folding and unfolding the rail.

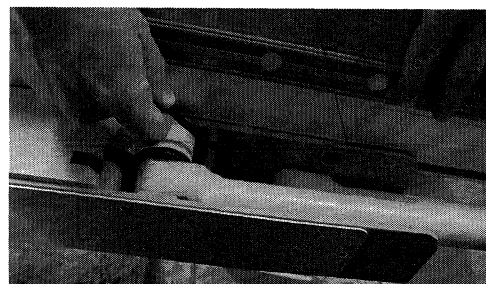


Fig. 10

APPLY GREASE TO FOLDING RAIL ASSEMBLY

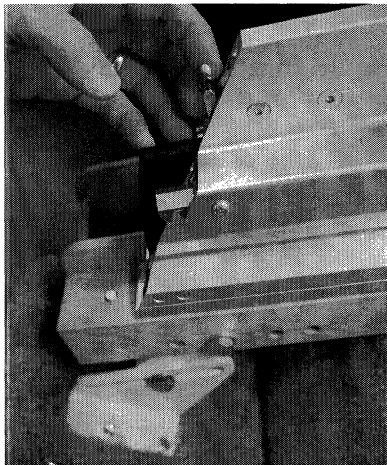


Fig. 1

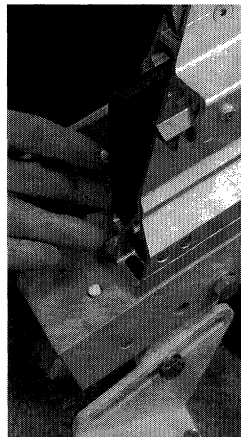


Fig. 2

NOTE: If folding rail experiences resistance when closing, grease can be applied.

Apply at these locations:

- Between latches (Fig. 1)
- On backside of joint alignment block (Fig. 2).

A small amount applied to these surfaces may allow the folding rail to close more freely.

POWER FOLDING RAIL DRIVE ADJUSTMENT

NOTE: Due to tightness between gears and shifting that occurs in shipping, a clicking/crunching noise may come from the power folding rail drive. The following adjustment should eliminate the noise.

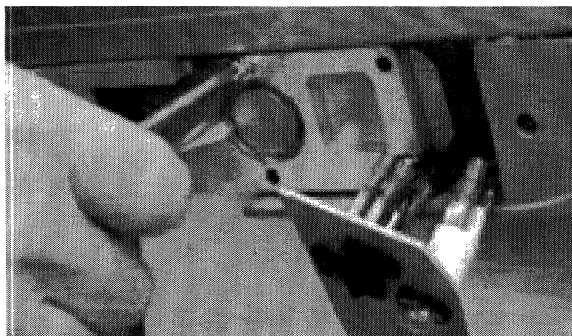


Fig. 1

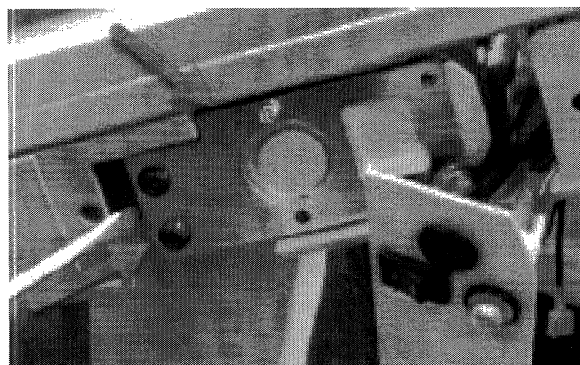


Fig. 2

1. Remove motor cover plate (plate with disable switch), held in place with 1/4" expandable panel fasteners.
2. Loosen Phillips head screws holding motor to mounting plate.
3. Loosen button head screws holding mounting plate to primary bracket.
4. Place the blade of a flat-head screwdriver between circular cut-out in mounting plate and protrusion of motor. Push motor "uphill" (Fig. 1).
5. Tighten Phillips head screws while pushing motor.
6. Place the blade of a flat-head screwdriver in either location shown by red arrows (Fig. 2).
 - On top side of plate, twist screwdriver to pivot plate away from rail.
 - On side of plate, push plate "uphill".
7. While pressing against plate at either location, tighten button head screws.
8. Shifting motor and plate away from folding rail gear train relieves pressure between gears. The noise should be eliminated and the gears will rotate more freely.

NOTE: While adjusted at the factory, the motor/plate may move out of optimal position during shipping.

OVERSPEED

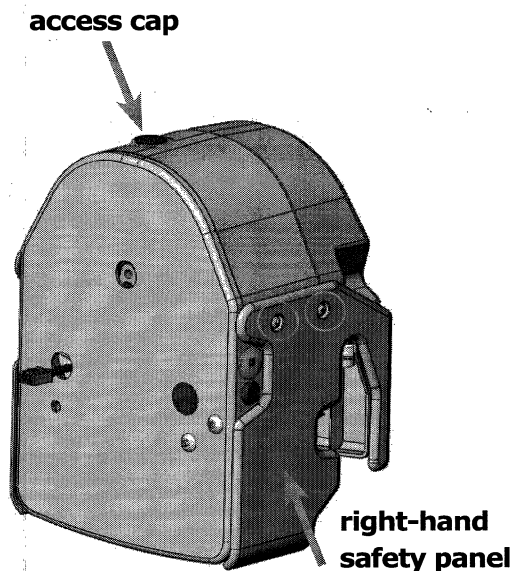
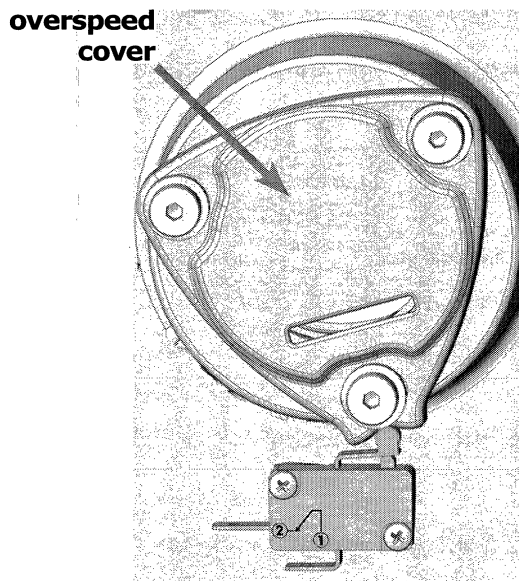


Fig. 1



not tripped

Fig. 2

The overspeed is a safety device designed to prevent operation of stairlift if descending travel speed becomes excessive.

Reset Overspeed Switch

When overspeed switch is tripped, wheel will not be in the center of notch (valley).

You must reset the overspeed switch to allow unit to operate.

1. Remove **right-hand safety panel**.

Loosen two (2) Phillips head screws (in red circles) in order to slide panel away from carriage.

2. Remove **access cap** from motor side (Fig. 1).

3. Rotate **overspeed cover** until it looks like Fig. 2.

4. If overspeed cover does not rotate, use a 1/4" socket tool or manual back up tool available in kit SRV-3000-002 (available from Bruno), to turn motor shaft extension and move carriage upwards:

- turn **clockwise** for a left-hand installation
- turn **counterclockwise** for a right-hand installation

5. Check for damage to drive system.

6. If drive system is not damaged, use UP / DOWN paddle control to drive carriage off the rail for a more complete inspection.

MAINTENANCE

STAIRLIFT MAINTENANCE CHECKLIST

Rail

- ☐ Remove old grease from gear rack. Lubricate with thin bead of grease from top to bottom.
- ☐ On back of rail, clean charge strips, communication strips, and slow down strips with Scotch-Brite™ or similar scouring pad. To help prevent oxidation, wipe all strips with a rag sprayed with Pledge® lemon polish.
- ☐ Check that all rail mounting hardware is properly tightened to installation specifications.
- ☐ Clean all rail surfaces, except gear rack, with Pledge® lemon polish or similar wax-based cleaner once per month.

Carriage

- ☐ Using a multi-surface cleaner such as Formula 409®, SuperClean degreaser or ULINE tuff wipes, clean and inspect all carriage support wheels for flat spots and proper rotation. Replace if necessary.
- ☐ Load test batteries with battery load tester such as Auto Meter RC300 or, set DVOM for volts. Place meter leads on charge strips for indoor straight rails or clip meter leads on battery terminals for CRE and Outdoor SRE. Check voltage with unit parked, then operate with someone sitting in the seat. If the batteries are good, the voltage should not change by more than 2v.
- ☐ Inspect carriage charge contacts for oxidation or dirt buildup. Clean and replace if necessary.
- ☐ Inspect all connections to batteries and circuit board. Replace if discolored or broken.
- ☐ Check seat and footrest hardware for proper torque.

Charger

- ☐ Inspect charger connections. They should be solid and secure.
- ☐ Confirm charger LED's are indicating unit is charging or fully charged.

Safeties

- ☐ Test seat safety switch. The stairlift should not operate with seat swiveled out of the riding position.
- ☐ Test footrest safeties. When engaged, safety should stop the stairlift in one direction only.
- ☐ Test carriage safeties. When engaged, safety should stop the stairlift in one direction only.

Remotes

- ☐ Test both remotes for proper operation. The stairlift should operate without interruptions.
- ☐ Test and replace batteries if necessary.

Power Options

- ☐ If equipped, test power options for proper operation. Repair if necessary.

BRUNO GOLD LIMITED WARRANTY FOR STAIRLIFT Limited Lifetime Major Components — 2 Year Parts

Bruno Independent Living Aids, Inc. (Bruno) is confident in its USA-designed and built stairlift units and is pleased to provide the Original Purchaser of a Bruno Stairlift with the following "Industry Leading" warranty. The quality of parts used, along with the care of Bruno's employees in constructing Bruno's products, allow Bruno to provide the following warranty coverage to the Original Purchaser of the Bruno Stairlift:

- ◇ All Parts, other than Major Components, are/will be free of defects in material and workmanship for a period of two (2) years after the date of installation by a Bruno Authorized Dealer.
- ◇ All Major Components, which include the motor, gearbox drivetrain and stationary rail system of the Bruno Stairlift, are/will be free of defects in material and workmanship for the lifetime of the Bruno Stairlift and as long as the Original Purchaser owns the Stairlift. Major Components do not include optional equipment.
- ◇ All labor, to be provided by a Bruno Authorized Dealer, to address any defect of the Bruno Stairlift is covered for the first thirty (30) days after installation thereof by a Bruno Authorized Dealer.
- ◇ All Bruno warranties begin on the date of installation of the Bruno Stairlift by a Bruno Authorized Dealer but that date should be no later than 14 months after it was shipped from the factory.

Bruno Authorized Dealers are trained to evaluate your unique situation and then install the best Bruno Stairlift to meet your needs. The trained installation and service technicians employed by a Bruno Authorized Dealer have the appropriate equipment and resources needed to correctly install and maintain the Bruno Stairlift and should be the first contact for any warranty or service needs.

WHAT IS NOT WARRANTY COVERAGE:

- ◇ Damage to units caused by misuse, abuse, accidents, neglect or modifications NOT made by a Bruno Authorized Dealer.
- ◇ Consumable items such as remote batteries
- ◇ All labor by a Bruno Authorized Dealer after the first thirty (30) days since installation.
- ◇ Reasonable wear and tear.

ADDITIONAL NOTES:

- ◇ All Service and Warranty must be brought to the attention of a Bruno Authorized Dealer. To ensure warranty coverage all maintenance and repair work on the Bruno Stairlift, other than maintenance provided by the Original Purchaser as called for in the Owner's Manual, must be performed by a Bruno Authorized Dealer.
- ◇ In no event shall Bruno be responsible for indirect, incidental or consequential damages, whether such damages arise based on claims based on contract, warranty, tort (including negligence, strict liability or product liability).
- ◇ Bruno, at its sole discretion, reserves the right to replace, repair, or, if not commercially practical and/or feasible, to elect to refund the Original Purchaser the purchase price of the Bruno Stairlift.
- ◇ This warranty gives the Original Purchaser specific legal rights for which the Original Purchaser may also have other rights that vary from state to state. Bruno specifically does not authorize any person to extend the time or scope of this warranty.

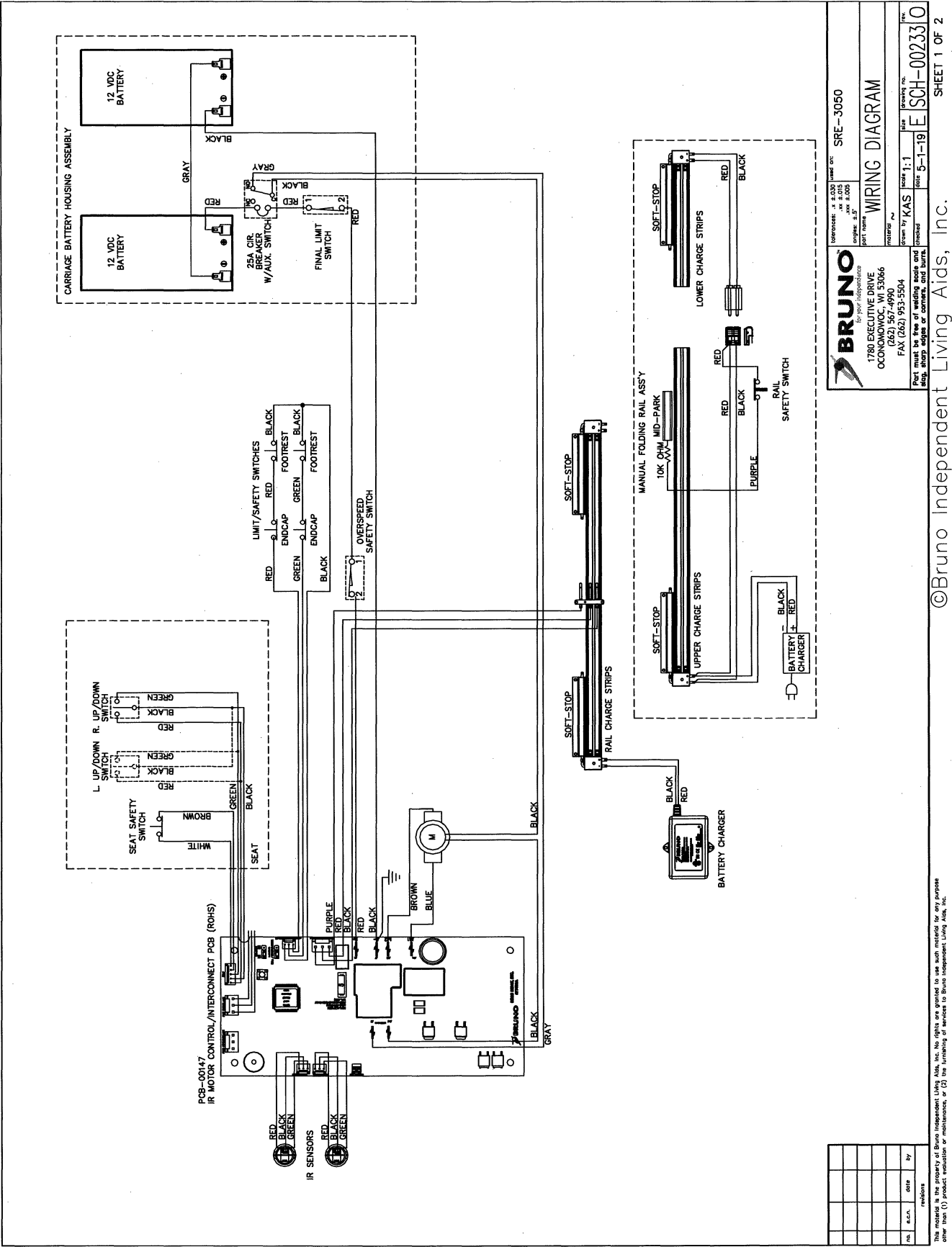
For further information regarding this limited warranty, please contact Bruno using the contact information shown below:

In North America:

Bruno Independent Living Aids, Inc.®
Attn: Service Department
1780 Executive Drive
Oconomowoc, Wisconsin 53066 United States
Tel. (toll free) 1-800-882-8183

In the UK and Europe

Bruno
Unit 5, Millennium Court,
Clayhill Industrial Park Neston,
Wirral CH64 3UZ United Kingdom
Tel. 0151 559 0732



'ELAN' STRAIGHT RAIL STAIRLIFT

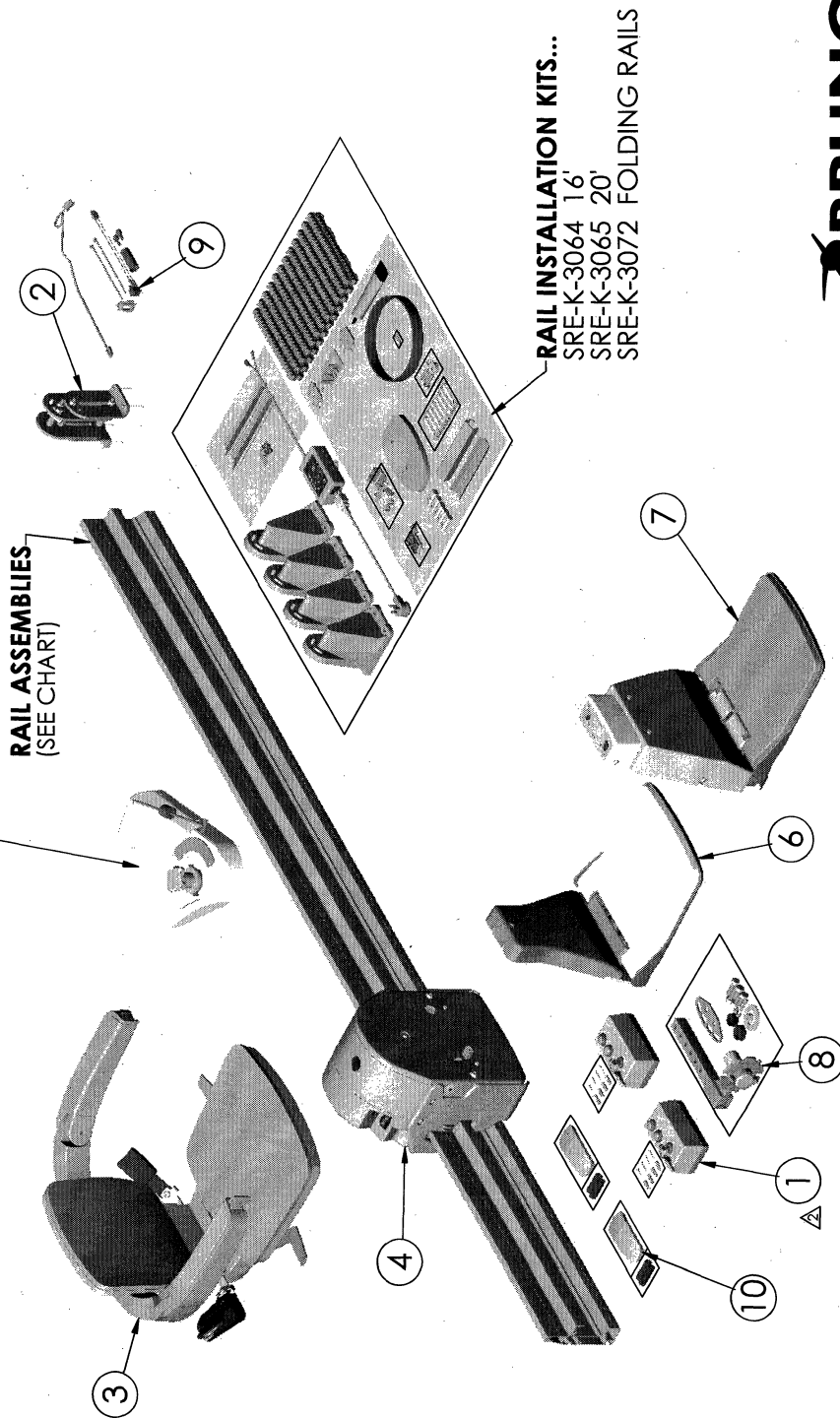
EXPLODED VIEW

ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	2	SRE-00963AWG	IR TRANSMITTER/BRACKET/HDWR [KEYED][ROHS][WARM GREY]
2	1	SRE-30150WG	ADJUSTABLE STAND FOOT ASSEMBLY [WARM GREY]
3	1	SRE-30494	SEAT ASSEMBLY [SRE-3050]
4	1	SRE-30508	CARRIAGE ASSEMBLY [SRE-3050]
5	1	SRE-30512	MANUFACTURERS CERTIFICATE OF OVERSPEED COMPLIANCE [3050]
6	1	SRE-30524	FOOTREST ASSEMBLY [WARM GREY]
7	1	SRE-30525	POWER FOOTREST ASSEMBLY [WARM GREY]
8	1	SRE-K-3011	FOOTREST/SEAT INSTALLATION KIT
9	1	SRE-K-3040	SRE-3050 POWER FOLD FOOTREST SWITCH KIT [ARMREST MOUNT]
10	2	TMR-00004	IR TRANSMITTER ASSEMBLY W/2 'AA' BATTERIES

*OPTIONAL

RAIL MATRIX	Standard (Anodized)	Folding (Anodized)	Power Folding (Anodized)
16' Left/Right	(2)SRE-30522	N/A	N/A
16' Left	N/A	(1)SRE-30530L & (1)SRE-30522	(1)SRE-30529L & (1)SRE-30522
16' Right	N/A	(1)SRE-30530R & (1)SRE-30522	(1)SRE-30529R & (1)SRE-30522
18' Left	N/A	(1)SRE-30530L & (1)SRE-30523	(1)SRE-30529L & (1)SRE-30523
18' Right	N/A	(1)SRE-30530R & (1)SRE-30523	(1)SRE-30529R & (1)SRE-30523
20' Left/Right	(2)SRE-30523	N/A	N/A

*POWER SWIVEL ASSEMBLIES...
SRE-30528L POWER SWIVEL ASSEMBLY - LH
SRE-30528R POWER SWIVEL ASSEMBLY - RH



SRE-3050
SHEET 1 OF 1
REV. 2 (7221)(10/19/20)(JCR)

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